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PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

IMAGERY
ANALYSIS
DISTRIBUTION

AREA STUDY

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NIMA/DOD

NORTHEASTERN CAMBODIA

CIA/PIR 65110

DATE JULY 1966

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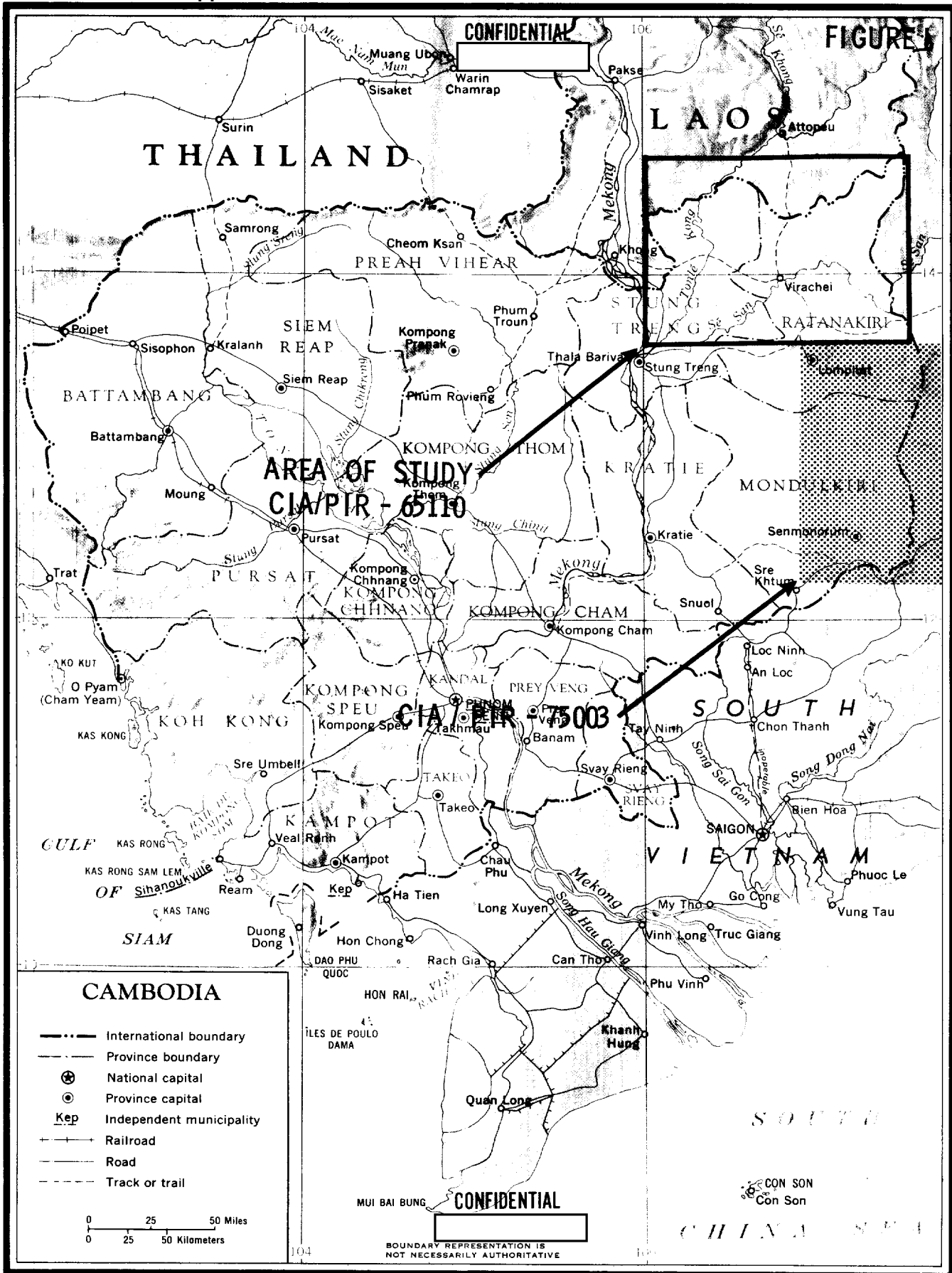
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FOREWORD

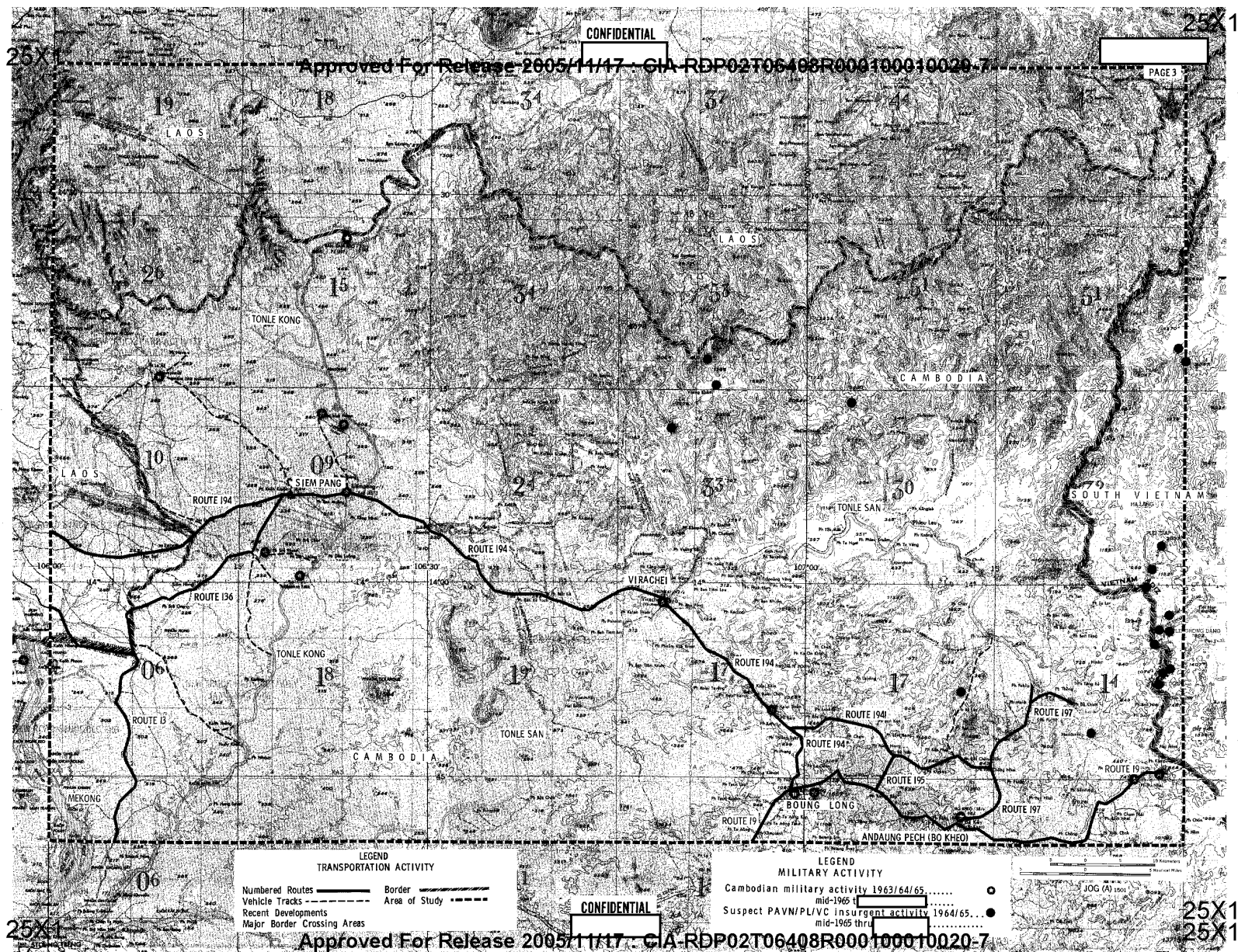
- PURPOSE : The purpose of this study, accomplished jointly by the Industrial Branch/Transportation Section and the Geo-Military Branch/Far East Section of the Imagery Analysis Division, CIA, is to analyze the lines of communication and military activity in northeastern Cambodia.
- SCOPE : The area under study comprises 5,000 square nautical miles (nm) of northeastern Cambodia, incorporating those northern portions of Stung Treng and Ratanakiri Provinces bordering Laos and South Vietnam which are east of the Mekong (River) and north of 13th N and Route 19 (Figure 1).
- METHOD : Information for this study was derived from a comprehensive analysis of comparative photography dating from [] and corroborated with collateral intelligence.
- ORGANIZATION: The transportation and military information in this report is presented with separate texts and integrated annotated maps and enlargements. Illustrations are annotated on maps with their respective figure numbers. Route numbers used in this report are CINCPAC route designations.

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TRANSPORTATION SUMMARY ANALYSIS

GENERAL: The surface configuration of the area of study, falling within the Eastern Border Region of Cambodia, lends itself to a north-south land transportation pattern paralleling the Mekong. The terrain in the study area ranges from densely forested mountains extending south from Laos, to slightly hilly and nearly flat plains in the west along the rivers.

The area is subject to the southwest or summer monsoon, with the wet season falling between May and November. Annual total precipitation ranges from 60" - 79" on the plains, to 120" to 159" on the highlands. Drainage consists of streams flowing generally south to the rivers, which flow west to the Mekong.

The population is sparse, except for administrative centers and areas along the rivers. The major ethnolinguistic groups are the Mon Khmer (Brau Tribe) in the highlands, mixed Lao/Tai/Khmer generally along the rivers, and an extension of the Jareai Tribe from South Vietnam.

Although the area of study has an agricultural economy, little land is under intensive cultivation, and it is probably not economically self-sufficient. Cultivation includes wet and dry rice, secondary dry crops, and ray (slash and burn) agriculture. There is a government plantation at Lebensiek.

The transportation system within the area of study consists of an integrated network of roads, trails, waterways, and airfields. There are no railroads in this portion of Cambodia. Water transportation has traditionally been an important means of transportation with the Tonle Kong (River) and Tonle San (River) draining the area (See Tab A). Air transportation is of secondary importance; the airfields having limited or no associated support facilities (See Tab B). Land transportation has become increasingly important with recent developments (See Tab C).

The Cambodian government attempted to develop this portion of Cambodia when the new provincial structure of Stung Treng and Ratanakiri was established in 1959. A program was initiated to populate the area by resettlement from more populated parts of Cambodia and to improve the transportation system. The relative geographic and economic unattractiveness of the area caused the failure of the resettlement plan, and the transportation improvement plan was not completely implemented. However, the road system, originally established by the French, was improved to the extent that it was adequate to meet the needs of the local economy and the administrative and military centers.

RECENT DEVELOPMENTS: A comprehensive transportation study was accomplished on the area of study by the comparative analysis of the most recent available photography with photography up to three years old. In this manner, a transportation base was established for the area of study and a control factor established against which status changes and recent developments could be measured. (The resulting information is depicted in general on Page 3 and in detail in Tabs A, B, and C).

The area of study, especially within Ratanakiri Province, is generally isolated, has comparatively rugged terrain and climate, and is underdeveloped. These factors, together with the dense vegetation, provide the opportunities for insurgent activity. Analysis of recent photography tends to substantiate collateral intelligence relating to communist procurement of supplies and areas of transit through Cambodia enroute to South Vietnam.

The recognition of roads and trails as insurgent routes is based primarily on: (1) their interconnection with a known communist activity, (2) associated infiltration facilities (See Military, page 5) (3) the existence of heavy vehicle tracking, heavy foot tracking, or route improvements in remote areas which cannot be substantiated by local traffic (See page 43 for definitions and samples of route terminology utilized in this report).

The degree of Communist usage of northeastern Cambodia, especially its use as an area of transit, could not be fully assessed prior to the construction of the motorable road net in the Communist held portion of the Laos "Pan-handle".

In late 1965, the Communists consolidated their control and extended their motorable infiltration routes in the eastern and southern portions of Attapeu Province, Laos. Route 96 had progressed to its visible terminus 1.5 nm from the Cambodian border in the tri-border area of Laos, Cambodia, and South Vietnam by [redacted] Route 110/97 (designated 110 in Laos and 97 in Cambodia) which connects Route 96 in Laos and Route 194 in Cambodia, was observed under construction in [redacted] and in active use in [redacted]. With the establishment of these new routes and the new supply activity on the Tonle Kong (See Tab A), there was a corresponding increase of Communist activity in the border areas of Laos, South Vietnam and Cambodia (See Military, page 5). The transportation network in northeastern Cambodia reflects recent changes and developments that is correlative to this same activity.

The recent transportation activity that has occurred in northeastern Cambodia is in direct relationship, geographically and in the same period of time, with the construction of Routes 96, 110/97, and the Tonle Kong supply activity. In effect, it reflects the impact of increased Communist activity. The Communists now have a motorable road net extending approximately 600 nm south from Hanoi, southward through Laos, across the Cambodia border, and integrating with the Cambodian transportation network.

There are 3 primary areas where Communists transit the Cambodian border from Laos enroute to South Vietnam. From west to east: the first is centered on the Tonle Kong and Route 110/97 (designated Area A); the second extends south from the Leotian trail network, crosses the border in the vicinity of YA 038830, and proceeds along the Prek Lalay (Stream) to a new road leading to Virachei (designated Area B); the third extends south from the visible terminus of Route 96 in Laos and proceeds along 2 trail systems parallel to the Stoeng Khampha (Stream) and Nam Sathay (Stream) to their confluences with the Tonle San (designated Area C).

Within Area A, Route 110/97 has had the most spectacular impact on the Cambodian transportation network, primarily because it is a new development and is motorable. The remaining areas of transit (i.e., Areas B and C) probably have been associated with infiltration activity since 1964, when Communists captured in South Vietnam reported they transited the northeastern portion of Cambodia enroute to South Vietnam. Foot trails extend from Area C south of Route 19 in Cambodia to a corridor of infiltration trails that parallel the Cambodia/South Vietnam border. This corridor is the subject of a following report - CIA/FIR 75003.

Transportation related activity which is not attributable to normal local usage or legitimate Cambodian military activity within northeastern Cambodia (See Military, page 5) is most notable in the vicinity of Siem Pang. All roads west of Siem Pang have exhibited increased vehicle activity during the period [redacted]. In the same period, new suspect truck park activity was observed off Route 13 adjacent to the Cambodia/Laos border, and also off a road which had been constructed sometime since [redacted] and improved since [redacted] along the border north of Routes 131 and 194.

New suspect truck park activity has also occurred east of the Route 110/97 terminus between Siem Pang and Virachei during the period [redacted]. This activity is off the Route 194 realignment, which has been constructed sometime since [redacted].

The impact of Communist activity on the transportation network is less notable east of Virachei. New vehicle activity was observed leading south off Route 194, 1.8 nm east of Virachei, and new and increased vehicle activity has occurred further east, especially on Route 197 and a parallel unnumbered route which lead to the Tonle San.

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MILITARY SUMMARY ANALYSIS

Analytical comparison of aerial photography taken over a period of 3 years covering Ratanakiri and Stung Treng Provinces, Cambodia and adjoining areas in southern Laos and South Vietnam has resulted in a more accurate estimate on the total number of new and old Cambodian (FARK) and suspect North Vietnamese (PAVN) installations. Generally, the location, size, use of camouflage and/or concealment, and associated activity are primary clues that help to more clearly define and differentiate between legitimate (FARK) activity and suspect (PAVN/PL) activity. Correlation between the final photographic analysis and available intelligence collateral has produced evidence of an increased use of Cambodian territory by suspect North Vietnamese (PAVN) and Pathet Lao (PL) forces. Because of the extensive ground area covered in this report (CIA/FIR 65110), 4 military zones (A through D) with imaginary boundaries have been created for the purpose of reporting the military and insurgent activity in as clear a manner as possible. (The resulting information is depicted in general on page 3, and in detail in Tab C).

Zone A is a rectangular area that straddles the Se Kong from a point approximately 10 nm SW of Attoupeu and extending southwesterly, penetrating Stung Treng Province, Cambodia to within approximately 10 nm north of Siem Pang.

Analytical comparison of aerial photography within this rectangular area has produced indications of new roads and associated vehicular activity to support an apparent increase in insurgency throughout the general area. (See Transportation, page 4). To substantiate this photographic analysis, intelligence collateral indicated the presence of 4 PAVN battalions operating within a 10 square nautical mile area of Laos straddling the Se Kong adjacent to and north of the Cambodian border. Photographic analysis of this area, which comprises the western extension of the newly completed Route 110 extending westward from Route 96 in southeast Laos, indicates the presence of 6 probable storage and transloading areas, 2 suspect bivouac areas with 14 associated automatic weapons (AW) positions, numerous evidence of row crop agriculture and indications of probable occupation of Lao villages along the southern base of the Bolovens Plateau by PAVN/PL forces. Additional AW positions were observed in areas of Laos identified in intelligence collateral as being occupied by 3 PAVN/PL battalions that had moved into the area from Cambodia.

A more recent intelligence collateral report indicated that direct attacks had been launched against friendly Lao (FAR) forces in this general area by an unknown number of PAVN/PL forces.

Eight probable storage and transloading areas with associated defensive positions and 2 suspect truck parks were observed in an area situated along the Tonle Kong (River) from the Laos/Cambodia border south to Siem Pang. Of the 8 areas mentioned, 3 specific storage areas, including one on Ban Don Fai Island-opposite Ban San Keo Airfield-were identified in recent collateral reports and confirmed on aerial photography.

This military activity closely correlates with the recent appearance of motorized craft on the Tonle Kong in the area occupied by PAVN/PL forces north of Stung Treng (See Transportation, page 9). Note: the Se Kong (River) in Laos becomes the Tonle Kong upon entering Cambodia.

The only evidence of Cambodian (FARK) military activity in Zone A consists of a probable barracks/support area at Ban San Keo Airfield which is adjacent to the east bank of the Tonle Kong approximately 19 nautical miles north of Siem Pang.

Zone B comprises areas of Stung Treng Province, Cambodia and Khoueng Sithandone Province, Laos that lies between the Tonle Kong and the Mekong. Detailed photographic analysis of this area has revealed extensive evidence of suspect PAVN/PL insurgent activity. Several insurgent areas have been noted in recent intelligence collateral reports and have been corroborated by analysis of recent aerial photography.

The final photographic analysis on Zone B has revealed an increase in vehicular activity west and SW of Siem Pang as far as the Laos border (See Transportation, page 34). A majority of this newly identified insurgent activity in Cambodia is centered along Route 194, Route 136 located SW of Route 194, and a new segment of road that was observed traversing the northern ridge of the Ph Khieu Mountains in Laos. The aforementioned area was identified in recent collateral as a base of operations for 2 PAVN/PL battalions that are reported to be operating between Ban Touklouk and Ban Sot, Laos with logistical support furnished by the Cambodian forces. Six suspect PAVN/PL truck parks, numerous fox-holes and trenches, and a suspect storage area were observed widely dispersed along this new road within the aforementioned area. The village of Ph Kheh Kream, located along Route 194 approximately 4.5 nm west of Siem Pang, is possibly occupied by suspect PAVN/PL forces. Extensive tracking activity and an abnormal amount of insurgent type row crop agriculture were observed throughout the village suggesting it is probably being used as a transloading/storage and rest area for unfriendly forces infiltrating southwest towards the Laos/Cambodian border.

Three suspect storage areas were observed along the west bank of the Tonle Kong approximately 6 nm south of Ph Kheh Kream. These storage areas are possibly utilized to help supply PAVN/PL forces. Vehicle tracks were observed heading westward from all 3 areas towards Ph Kanchan Kouk where a probable Cambodian rest and refuel area were observed on recent aerial photography. A suspect PAVN/PL truck park, a transloading area, and associated bivouac area were observed to the SW along Route 136 approximately 12 nm from Siem Pang. The area is possibly being used as a transfer point for supplies destined for PAVN/PL forces suspected of occupying the Ph Khieu Mountain area located approximately 4 nm to the NW.

Continuing SW, Route 136 penetrates Laos at a point approximately 4 nm west of Ph Sre Ong, then south where it terminates with Route 13 near a suspect PAVN/PL truck park inside Cambodia and adjacent to the Laos border approximately 20 nm SW of Siem Pang. Heavy truck activity and several suspect concealed buildings were observed dispersed throughout the heavily forested area within the truck park. One probable truck was observed partially concealed by tree foliage at the entrance to the installation.

Approximately 6 nm to the west of this truck park, 2 suspect insurgent liaison stations with associated storage areas were observed on Kaoh Toum Island and on an unnamed island located in the Mekong. Two additional suspect insurgent liaison/storage areas were observed in Cambodia on the east and west banks of the Mekong adjacent to and south of the Laos border. To the north of these installations and approximately 3 nm inside Laos, a suspect insurgent storage area was observed along the east bank of the Mekong. Vehicle tracks, numerous trails and scarring activity were observed throughout the general area.

Additional evidence of vehicle activity was observed entering Laos at various points along this area of the border (See Transportation, page 35).

Probable Cambodian military activity observed within Zone B consists of a suspect barracks/support area located approximately 5 nm NNE of Siem Pang between the newly completed Route 97 and the Tonle Kong. Intelligence collateral has referred to a PAVN/PL headquarters in the same general area. It is possible the suspect barracks/support area identified on aerial photography is being used jointly by Cambodian (FARK) and PAVN/PL forces as a headquarters/liaison station supporting operations on Route 97. A probable barracks/support area was observed at Siem Pang on the west bank of the Tonle Kong. Exact FARK strength at these installations is unknown.

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Two separate probable FARK military installations were observed on the west bank of the Tonle Kong approximately 5 nm north of Siem Pang. Both areas are probably local guard units utilized for security. To the WNW, approximately 17 nm from Siem Pang, a fortified Cambodian village was observed at Ph Le Ak. A probable FARK installation utilized for local security was also observed adjacent at Khamphouk. Both areas are suspected of being insurgent liaison stations for PAVN/PL forces. The number of FARK personnel at each of these installations is probably very small. In the southwestern portion of Zone B, a probable FARK rest and refuel area was observed adjacent and SW of the suspect PAVN/PL transloading area. A suspect truck park probably used as a support/storage area for PAVN/PL forces is believed to be operated jointly by Cambodian and PAVN/PL personnel. Intelligence collateral claims that FARK personnel were actively supporting PAVN/PL forces in this general area.

Approximately 6 nm to the west of this installation is a newly constructed probable FARK military camp believed to be the largest in northern Cambodia. It was first observed on aerial photography dated [redacted]. This installation consists of 2 separate areas and is located along the east bank of the Mekong River at Ben Huoi Moung approximately 2 nm south of the Laotian border. Area A contains 12 probable barracks type buildings (2 under construction), one possible mess hall, and 20 support buildings (3 under construction). Area B contains one possible storage building, one possible administration building, 21 possible personnel quarters, and numerous additional small buildings.

Several vehicles and associated construction activity were observed throughout the area with a motorable road extending east from the area and terminating at Route 13.

A partially dismantled FARK military installation was observed at Preah Angkoal approximately 2 nm west of the Mekong. The size and location of this site suggests it is possibly being utilized as a border security post.

Zone C comprises a rectangular area approximately 50 nm long and 30 nm wide situated between the Tonle Kong and the city of Boung Long. Final photographic analysis, correlated with available intelligence collateral, has revealed evidence to support recent claims that have suggested the Virachei (Veunsai) area was being used as a probable staging and rest area for PAVN/VC forces. As early as [redacted] prior to the Chu Pong - Ia Drang battle in South Vietnam, collateral intelligence indicated Virachei was probably being used by PAVN forces as a staging area for operations in adjoining South Vietnam. The Cambodian government admitted at the time that it was taking care of PAVN/VC personnel who had been wounded during the battle. The aforementioned area appears to be the focal point for a majority of the suspected insurgency observed on aerial photography within Zone C.

Five heavily concealed suspect PAVN truck parks with associated storage areas and one additional storage area containing numerous buildings were observed adjacent to the realignment of Route 194 approximately midway between Siem Pang and Virachei. The nature of these parks, i.e., use of tree cover for concealment of buildings and park areas, suggests probable North Vietnamese (PAVN) influence. There has been no evidence through analysis of aerial photography covering Ratanakiri, Stung Treng and Mondulakiri Provinces in Cambodia to suggest that FARK military forces are utilizing this concealment technique. On the contrary, Cambodian military installations are constructed in an overt military manner thus allowing for reliable identification on aerial photography. The aforementioned suspect PAVN activity is possibly being augmented with FARK logistical and technical support forces and probably directly associated with infiltration into South Vietnam. Further photographic evidence to substantiate claims regarding the use of this area by PAVN troops was found north of Virachei where a heavily concealed network of trails was observed extending south from the mountainous regions of Laos and subsequently terminating in the general area north of Virachei (See Transportation, page 35).

Six fortified villages were observed straddling this trail network. Two additional ones were observed adjacent and to the east in Zone D. The villages do not fit the pattern of normal Mon Khmer native villages that are known to occupy the area. Furthermore, the numerous defense positions including foxholes, trench systems and revetted buildings preclude the possibility of their being predominately native occupied. Intelligence collateral since 1961 cited this area for having numerous insurgent liaison/storage and rest areas situated geographically so as to allow PAVN troops infiltrating Cambodia a secured area to replenish supplies and to rest. It is well to note that the entire Laos/Cambodia border that extends from the tri-border area of northeast Cambodia west to the Tonle Kong is very mountainous, requiring foot soldiers to traverse heavily forested slopes and ridges thus necessitating numerous rest areas along the infiltration route. The aforementioned fortified villages appear to be strategically located so as to allow the insurgent troops adequate rest and food facilities in order to continue infiltration southward to areas adjacent to and north of Virachei and also to the southeast including the Tonle Sen Valley located adjacent to the Cambodia/South Vietnamese Border (See Transportation, page 35). At the terminus of this chain of fortified villages an additional heavily secured area resembling the latter areas to the north was observed at Ph Kampong approximately 6 nm NE of Virachei. This heavily secured area is more developed and is suspected of being occupied by FARK personnel who help resupply incoming communist forces that infiltrate from North Vietnam via the numerous roads and trails located within the Laotian Panhandle. In addition, a well used segment of newly constructed road was observed extending from the aforementioned area southward and terminating at Virachei (See Transportation, page 35). A probable road security checkpoint was observed along this road at Ph Veang Ke approximately 1 nm SW of the heavily secured camp at Ph Kampong. An area suspected of being used by PAVN troops as a staging and rest point was observed adjacent to and south of Route 2194, approximately 2 nm SE of Virachei. The area consists of numerous foxholes adjacent to the road and extensive tracking activity extending into a heavily wooded area where the vehicle tracks become obscured under a heavy tree canopy.

Because of the absence of native dwellings in this area, there is no explanation for this activity other than the fact it was possibly caused by unfriendly troops who used the area for bivouac and staging purposes. Intelligence collateral cited the Virachei area as a major staging and rest point for PAVN troops preparing to infiltrate the Chu Pong - Ia Drang Valley during the height of the battle in November 1965. Part II of this detailed analysis (CIA/PIR 75003) will furnish photographic evidence of the numerous suspect PAVN/VC installations inside Cambodia adjacent to the border area west of the Ia Drang Valley. Major trail activity has been observed crossing the border from these aforementioned areas into South Vietnam.

The remaining suspect insurgent activity in northeastern Cambodia is centered around the Tonle Sen area located in northeastern Ratanakiri Province (Zone D).

Cambodian (FARK) military activity observed in Zone C from the NW to the SE consists of a probable rest and refuel area situated adjacent to the newly aligned Route 194 at Sraemr. A secured military camp with numerous automatic weapon positions was observed at Ph Leusulp approximately 1 nm north of the newly aligned Route 194 and a suspect military camp was observed approximately 3.5 nm east of Ph Leusulp.

Continuing SE, a probable barracks/support area, a support/storage facility and an additional probable storage area were observed at Virachei on the east and west banks of the Tonle Sen. Numerous possible AW/AA positions were observed in close proximity to the airfield at Virachei. A probable road security checkpoint was observed adjacent to a ford crossing the O Tang River approximately 10 nm SE of Virachei. A trench secured probable military camp was observed straddling Route 194 at Ph Kalai Thom approximately 4 nm SE of the airfield. This installation is probably used to furnish road security to FARK personnel in the local area.

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Two probable barracks/support areas, an associated motor pool and 2 probable AW/AA positions were observed in the Boung Long area. A probable FARK engineer battalion was reported housed at Ph Anlung Svey. Analysis of aerial photography revealed an installation that appears to be the area reported in recent intelligence collateral. The installation includes a motor pool, equipment storage area, and associated probable military quarters. A probable AW/AA site was observed within the area.

Zone D includes the remaining area east and north of Boung Long up to and including the Cambodia/South Vietnam border area. The remaining FARK military and suspect insurgent activity located south of Route 19 and adjoining Mondulkiri Province will be presented in a photo interpretation report (OIA/FIR 75003) which will be completed in the near future.

Within Zone D, there is extensive photographic evidence to support suspected foreign occupation of Cambodian villages and agricultural areas from Phieu Lea SE to the Cambodia/South Vietnam border. Numerous villages that appeared to be quite active in 1963 and early 1964 were later observed abandoned. Evidence of insurgent type row crop agriculture had never been observed in this area until photography of [] revealed 9 specific areas that contained row crops. Suspect insurgent storage facilities were observed in 2 areas adjacent to and west of the Tonle Sap. The village of Ph Pakap, situated on the west bank of the Tonle Sap, appeared to be an active native village in 1964 with evidence of slash and burn agriculture surrounding the general area. A segment of Route 197 terminated within the village and appeared to be used infrequently; however, it was visible on aerial photography at that time. By [] the complexion of this village had changed. The road had deteriorated to a mere trail and only portions of it were visible. A fence securing the area and possible defensive positions were observed suggesting that the area was possibly being used as an insurgent liaison station. Approximately 4 nm to the SE, the FARK military strong point and associated support area at Ph Ba Kham was observed as very active on aerial photography dated [] with the eastern terminus of Route 197 in fair condition and apparently being used by vehicles. The complexion of this installation changed similarly as the village at Ph Pakap. Aerial photography dated [] revealed the strong point abandoned and in a state of disrepair. By [] the strong point and associated support buildings were dismantled, leaving the adjacent village with approximately 20 buildings intact. It is interesting to note that new evidence of vehicle activity was observed along Route 197 in this area at a time that coincided with the completion of Route 110/97 (See Transportation page 36). Analysis of aerial photography indicates Ph Ba Kham is suspected of being utilized as an insurgent liaison storage area and transshipment point for supplies destined for PAVN/VC troops in South Vietnam. A recent intelligence collateral report indicated the presence of Cambodians at Ph Ba Kham, suggesting the area is operated jointly by Cambodian and PAVN/VC cadres. To the east, there appeared to be a definite foreign influence on Mon Khmer native villages, suggesting possible occupation by PAVN/VC troops. Insurgent type row crop agriculture unfamiliar to the mountain tribes of this area was observed in numerous areas adjacent and west of the Cambodia/South Vietnam border. A suspect insurgent liaison station and rest area was observed approximately 8.5 nm north of the Tonle Sap.

Approximately 40 probable and suspect insurgent installations were observed in adjoining Pleiku and Kontum Provinces, South Vietnam. Analysis of aerial photography dated [] revealed evidence of friendly counterinsurgent activity in the same general area. Of the approximately 40 insurgent installations observed and identified by [] approximately 95% of them appeared to have been destroyed and/or heavily damaged during intensive aerial bombardment of the area believed to have taken place between [] The majority of these damaged and destroyed installations will be excluded from this FIR in lieu of their subsequent change of status from active to inactive insurgent installations.

Probable Cambodian (FARK) military activity observed in Zone D consists of a barracks/support area and an associated probable storage area at Andaung Pech (Bo Kheo). Two FARK border installations with associated storage/support facilities were observed adjacent to Route 19 approximately 2 nm west of the Cambodian/South Vietnam border and approximately 15 nm east of Andaung Pech.

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FIGURE 3
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NAVIGABLE WATERWAYS

FIGURE 10
Xe Plan

Ban San Keo

Stoeng Ta Pok

FIGURE 11

FIGURE 7

TONLE KONG

Stoeng Khampha

Nam Sathay

FIGURE 5

FIGURE 6

Prek Lalay

FIGURE 4

FIGURE 8

FIGURE 14

Siem Pang

FIGURE 15

FIGURE 12

Virachel

FIGURE 9

FIGURE 13

Tonle Kong

Tonle San

Mekong

LEGEND

BORDER

AREA OF STUDY

RIVER

STREAM

10 FIGURE NUMBER

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PAGE 9

GENERAL: Water transportation has traditionally been a primary means of transportation in Cambodia, and, although the other modes of transportation have become increasingly important, waterways still play an essential role.

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Comparative photographic analysis of the Tonle Kong within the area of study has revealed a radical change in the level of activity since

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Further collateral information implies that this activity is only for the north-bound shipment of rice; however, the local economy within the area of study probably could not supply significant quantities of rice. Therefore, it is probable that the rice must have been procured in more productive areas of Cambodia and shipped to the Siem Pang area. Probable Communist storage areas were observed on the Tonle Kong, north of Siem Pang (See pages 48, 53, 54, 132, and 134).

Any activity on the Tonle Kong has ready access to the Mekong and movement south. Of interest are two large concentrations of moored rafts, 5 nm and 22 nm south of Siem Pang at Ph Den Loung (XA 472520) (Page 18) and Ph Nhoun (XA 362230) (Page 19). These rafts are presently inactive, having exhibited no change between [] Of interest are the suspect Cambodian storage areas which are probably utilized to help the Communists (See pages 72, 73, and 94).

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The Tonle Sen has not experienced the increase of suspect activity (i.e., increased motorized river craft) that the Tonle Kong recently has. It has a relatively low level of activity, carrying mainly small native craft associated with villages and cultivation. There are few developed boat landings. However, boat landings were observed at probable Communist liaison/storage areas (See pages 203, 233, 234 and 237).

The importance of the Tonle Sen as a line of communication lies in its close relationship with the trail systems which extend south from the Laos "Panhandle" and the terminus of Leotian Route 96. These trail systems extend south parallel to the tributaries of the Tonle Sen; primarily the Prek Lalay (Stream), Stoeng Khampha (Stream), Prek Sathay (Stream), and Stoeng Te Pok (Stream). These streams flow generally southward to their confluence with the Tonle Sen. The Prek Lalay and Stoeng Khampha are navigable by small native craft. Their limit of navigability was determined by the presence of native craft, which indicates the approximate limit of active navigation.

The Prek Lalay is navigable for approximately 9.5 nm northward from its confluence with the Tonle Sen at Virachei. Native craft were observed near the northern navigable limit (Page 20) 1.6 nm north of Ph Chakan (Pages 148 and 149). The Stoeng Khampha, located 12 nm east of the Prek Lalay, is navigable for approximately 11 nm northward from its confluence with the Tonle Sen. Native craft were observed at this point near the village of Savanbau (Page 212).

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CONFIDENTIAL

25X1

FIGURE 4

PAGE 10

CONTACT

MOTORIZED RIVER CRAFT

TONLE KONG

RAPIDS

CONFIDENTIAL

11/17 - CIA-E

7X

CONFIDENTIAL

5/11/17 - CIA

FIGURE 5

PAGE II

CONTACT

MOTORIZED RIVER CRAFT

TONLE KONG

CONFIDENTIAL

5/11/17 - CIA

25X

CONFIDENTIAL

5/11/17 : CIA-R

25

FIGURE 6

PAGE 12

CONTACT

TONLE KONG

MOTORIZED RIVER CRAFT

CONFIDENTIAL

5/11/17 : CIA-R

7X

CONFIDENTIAL

JF00E7

PAGE 13

CONTACT

TONLE KONG

MOTORIZED RIVER CRAFT

CONFIDENTIAL

0020

25X1
A
A-RDP (2)

CONFIDENTIAL

2005/11/17 : CIA-R

FIGURE 8

PAGE 14

Ap

CONTACT

KHAN MAK FEUAN

BOAT LANDING

TONLE KONG

3 MOTORIZED RIVER CRAFT

CONFIDENTIAL

11/17 : CIA-R

25X1

7X

CONFIDENTIAL

5/11/17 - CIA

FIGURE 9

PAGE 15

06408R000100100207

4 MOTORIZED RIVER CRAFT

CONTACT

6 MOTORIZED RIVER CRAFT

TONLE KONG

KANCHANTOEK

CONFIDENTIAL

7X

B

CONFIDENTIAL

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FIGURE 3
PAGE 8

NAVIGABLE WATERWAYS

FIGURE 10

Xe Plan

Ban San Keo

FIGURE 7

TONLE KONG

Stoeng Ta Pok

Stoeng Khampha

Nam Sathay

Prek Lalay

FIGURE 14

FIGURE 6

FIGURE 5

FIGURE 4

FIGURE 8

Siem Pang

FIGURE 12

Virachel

FIGURE 15

FIGURE 9

FIGURE 13

Tonle Kong

Tonle San

Mekong

LEGEND

BORDER

AREA OF STUDY

RIVER

STREAM

10 FIGURE NUMBER

CONFIDENTIAL

PC K-10AG

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CONFIDENTIAL

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CONFIDENTIAL

CONTACT

MOTORIZED RIVER CRAFT

TONLE KONG

RAPIDS

CONFIDENTIAL

111/17 - CIA

7X

CONFIDENTIAL

FIGURE 5
PAGE II

CONTACT

MOTORIZED RIVER CRAFT

TONLE KONG

CONFIDENTIAL

14147-CA

7X

CONFIDENTIAL

5/11/17 : CIA-R

26

FIGURE 6

PAGE 12

CONTACT

TONLE KONG

MOTORIZED RIVER CRAFT

CONFIDENTIAL

/11/17 : CIA-R

7X

CONFIDENTIAL

JT-01E7

PAGE 13

CONTACT

TONLE KONG

MOTORIZED RIVER CRAFT

CONFIDENTIAL

0020-

A-RDP 21

CONFIDENTIAL

2005/11/17 : CIA-R

FIGURE 8
PAGE 14

Ap

CONTACT

KHAN MAK FEUAN

BOAT LANDING

TONLE KONG

3 MOTORIZED RIVER CRAFT

CONFIDENTIAL

2005/11/17 : CIA-R

7X

25X1

5/11/17 : CIA-

FIGURE 9

PAGE 15

06408P0001 010020

4 MOTORIZED RIVER CRAFT

CONTACT

6 MOTORIZED RIVER CRAFT

TONLE KONG

KANCHAN TOEK

CONFIDENTIAL

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CONFIDENTIAL

FIGURE 10
PAGE 16

CAMBODIA

ROUTE 97

LAOS

CONTACT

PHAN SAN KEO AIF

MOTORIZED RIVER CRAFT

TONLE KONG

CONFIDENTIAL

25X1



CONFIDENTIAL

Approved For Release 2005/11/17 : CIA-RDP02T06408R000100010020-7

25X1

FIGURE II
PAGE 17

TONLE KONG

10 MOTORIZED RIVER CRAFT

XE PIAN

CONFIDENTIAL

Approved For Release 2005/11/17 : CIA-RDP02T06408R000100010020-7

CONFIDENTIAL

Approved For Release 2005/11/17 : CIA-RDP02T06408R000100010020-7

FIGURE 12

PAGE 18

MOTORIZED RIVER CRAFT

CONTACT

PH DAN LOUNG

TONLE KONG

MOORED RAFTS

CONFIDENTIAL

CONFIDENTIAL

FIGURE B
PAGE 19

CONTACT

PH NHOUN

TONLE KONG

MOORED RAFTS

CONFIDENTIAL

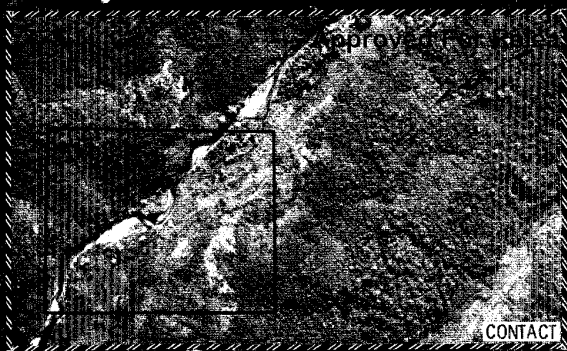
CONFIDENTIAL

5/11/17 : CIA-R

25

FIGURE 14

PAGE 20



NATIVE CRAFT

O HOUET LALAY

CONFIDENTIAL

5/11/17 : CIA

X1

7X

CONFIDENTIAL

25X1

FIGURE 15

PAGE 21

2005/11/17 - CM 5

CONTACT

MOTORIZED RIVER CRAFT

TONLE SAN

CONFIDENTIAL

2005/11/17 - CM 5

7X

CONFIDENTIAL

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FIGURE 16

PAGE 22

AIRFIELDS

LAOS

CAMBODIA

SOUTH VIETNAM

BAN SAN KEO
FIGURE 17

SIEM PANG
FIGURE 18/19

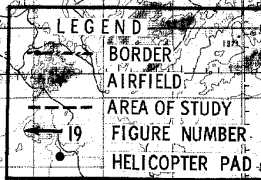
SIEM PANG (W)
FIGURE 20/21

VOEUNE SAI
FIGURE 22

BOUNG LONG
FIGURE 23

BO KHEO
FIGURE 24

FIGURE 214



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PC K-10AG

CONFIDENTIAL

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PAGE 23

GENERAL: Air transportation within the area of study comprises 6 secondary airfields, each having a single runway of rolled or graded earth with very limited or no support facilities. Although of limited capability, the airfields are well dispersed, integrated with other lines of communication, and service administration and military centers (See map, page 22). The installations are adequate for limited air operations. Extended air operations would be hampered by the lack of facilities, lack of supplies, and inclement weather, especially during the wet season from May to November.

BAN SAN KEO AIRFIELD (Page 24): This airfield is located at XA 499975 and services a small Cambodian military outpost located approximately 19 nm north of Siem Pang. It is immediately adjacent to the Tonle Kong, which in this area forms the border between Cambodia and Laos, and is in close proximity to suspect river activity (See Tab A, page 9) and new Route 110/97, (See Tab C, page 34). The graded earth, east-west runway, is approximately 2,300' by 75'. The airfield was inactive during the wet season and overgrown with vegetation when observed. Clearing operations were undertaken at the end of the wet season and by the runway was partially cleared. When observed on the runway was completely cleared.

SIEM PANG AIRFIELD (Pages 25 and 26): The Siem Pang Airfield, located adjacent to Siem Pang at XA 504613, was an active facility in servicing the town of Siem Pang on the Tonle Kong and Route 194. The airfield, which consisted of a graded earth, NE-SW runway, approximately 2,785' by 55', has become inactive and has been replaced by an unnamed airfield west of Siem Pang (See below).

UNNAMED AIRFIELD (Pages 27 and 28): The unnamed airfield (annotated as Siem Pang (W)) is located at XA 489605, 0.8 nm west of Siem Pang. It consists of a rolled earth, north-south runway, approximately 2,540' by 100', and is constructed across Route 194. Route 194 has been realigned around the south end of the runway. The runway was improved between and has apparently replaced the Siem Pang Airfield (See above). Its distance from Siem Pang would enable air operations to be conducted secure from immediate visual observation.

VOEUNE SAI AIRFIELD (Page 29): The Voene Sai Airfield is located at XA 955454 adjacent to the town of Vireched on the Tonle Sen and Route 194. It consists of a rolled earth, NE-SW runway, approximately 3,100' by 130' overall. The runway was improved between

BOUNG LONG AIRFIELD (Page 30): The Boun Long Airfield is located at YA 150190, 0.2 nm from the town of Boun Long and 0.9 nm from the Lebnansiek Plantation on Route 19. It consists of a graded earth, north-south runway, approximately 3,300' by 70' with a circular hardstand approximately 80' in diameter. The only aircraft observed in the area of study was a light liaison type aircraft parked on the hardstand on. The runway was graded and end markings were laid between

BO KHEO AIRFIELD (Page 31): The Bo Kheo Airfield is located at YA 387156 adjacent to the town of Andeung Pech on Route 19, approximately 25 nm west of the Cambodia/South Vietnam border. It consists of a rolled earth, east-west runway approximately 3,800' by 120'. The runway was improved between. DOD cables have made references to unidentified aircraft being tracked by radar from North Vietnam to Bo Kheo. Such air operations are possible as the airfield does appear to be serviceable, although it does not appear to be too active.

In addition to the 6 secondary airfields, 2 probable helicopter pads were observed within the area of study. They are situated near the Cambodia/Laos and Cambodia/South Vietnam borders and are associated with Cambodian military activity (See Military, page 5). One is located at an unnamed village at YA 222741 (Page 32), and the other at the Route 19 border control point at YA 665223 (Pages 229 and 230).

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2

CONFIDENTIAL

FIGURE 17
PAGE 20

0020-7

CAMBODIA

ROUTE 97

LAOS

CONTACT

BAN SAN KEO A/F

CONTACT

RUNWAY PARTIALLY CLEARED

RUNWAY COMPLETELY CLEARED

MOTORIZED CRAFT

TONLE KONG

CONFIDENTIAL

11/17 - CIA-R

TX

2

CONFIDENTIAL

05/11/17 : CIA-R

FIGURE 18

PAGE 25

ROUTE 194

COMPARATIVE PHOTOGRAPHY

SIEM PANG A / F
ACTIVE

TONLE KONG

ROUTE 194

CONFIDENTIAL

X1

05/11/17 : CIA-R

CONFIDENTIAL

FIGURE 17

PAGE 26

ROUTE 194

ROUTE 194

CONTACT

TONLE KONG

SIEM PANG A/F
INACTIVE

CONFIDENTIAL

CONFIDENTIAL

5/11/17 - CIA

FIGURE 20

PAGE 27

SIEM PANG 0.8 nm

AIRFIELD SITE

ROUTE 194

CONFIDENTIAL

5/11/17 - CIA

CONFIDENTIAL

FIGURE 21

PAGE 28

COMPARATIVE PHOTOGRAPHY

CONTACT

SIEM PANG A / F (W)

ROUTE 194 REALIGNMENT

25X1 IMPROVED SINCE

ROUTE 194

CONFIDENTIAL

5/11/17 : CIA-E

25X1

CONFIDENTIAL

/11/17 CIA-RDP-02-04-01

FIGURE 22

PAGE 29

ROUTE 194

TONLE SAN

CONTACT

VOEUNE SAI A / F

IMPROVED

25X

CONFIDENTIAL

/11/17 CIA-RDP-02-04-01

2

CONFIDENTIAL

25

FIGURE 23

PAGE 30

020-7

PLANTATION

CONTACT

BOUNG LONG A / F

RUNWAY MARKINGS

RECENTLY GRADED

HARDSTAND

NEW ACCESS ROAD

ROUTE 19

UNGRADED

CONTACT

LIGHT AIRCRAFT

CONFIDENTIAL

11117 - CIA

7X

3X

CONFIDENTIAL

FIGURE 24
PAGE 31

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CONFIDENTIAL

11/17 - CIA

25

FIGURE 25

PAGE 32

probe

DENSE VEGETATION

CONTACT

POSSIBLE HELICOPTER PAD

UNNAMED VILLAGE

TRAIL

TRAILS

CONFIDENTIAL

11/17 - CIA

7X

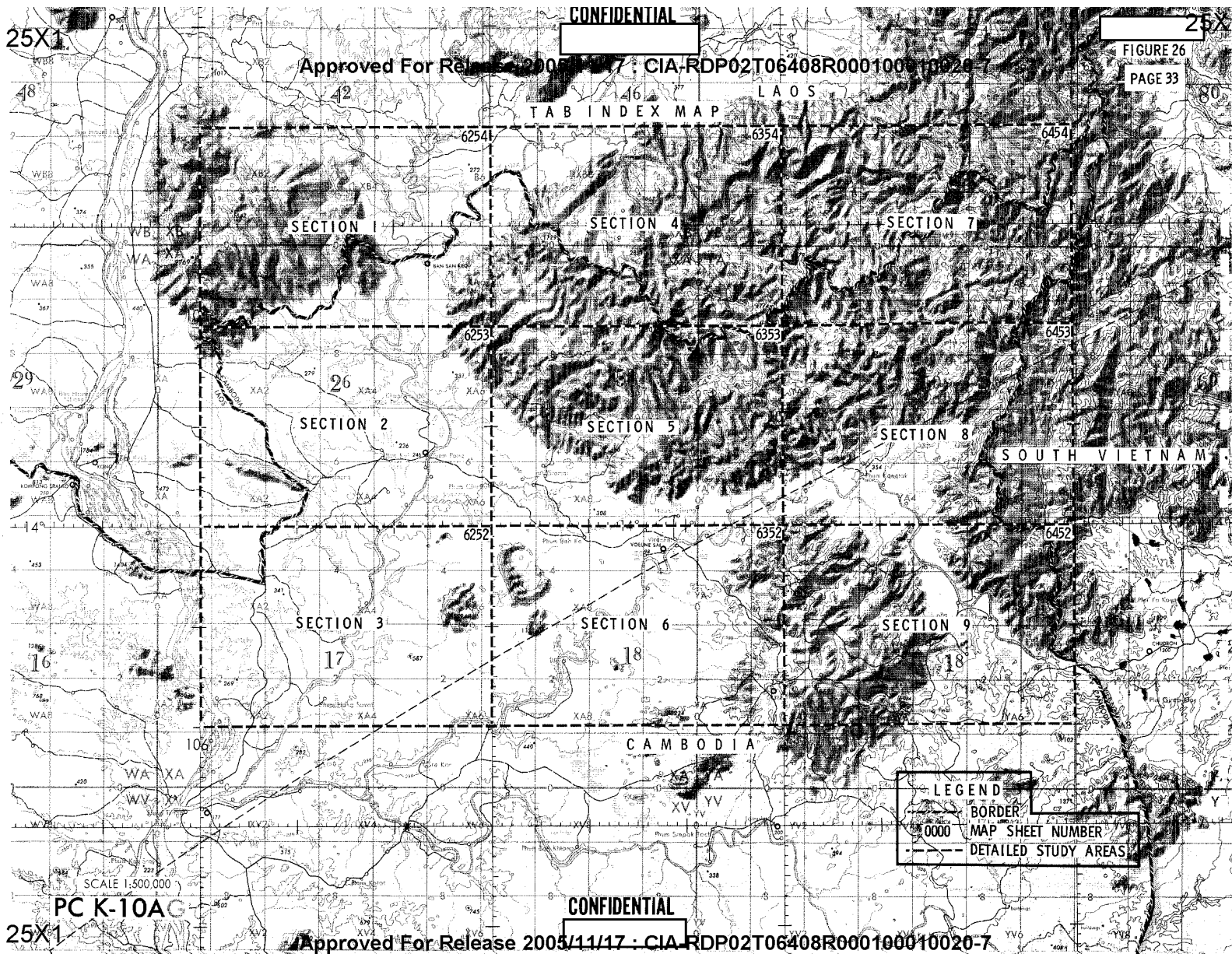
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TAB INDEX MAP

FIGURE 26

PAGE 33



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PAGE 34

LAND TRANSPORTATION

The principal land routes within the area of study are fairly well dispersed for through movement and afford access to population centers. Any lack of motorable routes is due mainly to the sparse population. The road network which does exist, although adequate for local needs, has a limited capacity for extended use due to inferior construction materials and poor drainage.

Although all the roads falling within the area of study are formally considered as being improved roads, parts are impassable during the rainy season. Most of the numbered routes are graded earth with some rock base. Ferries service the Tonle Kong and Tonle San crossing sites. Bridges, where utilized, are single span structures of low capacity.

Trails form an important link between motorable roads. Although some trails could probably accommodate light 4-wheel drive vehicles, the primary mode of transport does not exceed carts.

As previously noted, there are 3 transit routes (areas of infiltration) crossing the Cambodia/Laos border in northeastern Cambodia. One is centered on the Tonle Kong and Route 110/97 and is referred to in this report as Area A, and generally falls within sub-tab Sections 1 through 3. The second is generally centered around the Prek Lalay and other tributaries of the Tonle San and is referred to in this report as Area B and generally falls within Sections 4 through 6. The third transit route extends from the southern terminus of Leotian Route 96, running generally parallel to the Cambodia/South Vietnam border. This route is referred to as Area C, and generally falls within Sections 7 through 9. (See page 33 for map and Section Index).

AREA A

SECTION 1 (Map, page 44): The cornerstone of the Communist transit of Cambodia occurring within this area is the Tonle Kong. Photography has confirmed that the Communists have utilized the Tonle Kong/Se Kong as a supply route in both Laos and Cambodia. (See Tab A).

In [] photography confirmed the construction of a trail from the Tonle Kong to the tri-border area of Laos, South Vietnam, and Cambodia. Collateral reports state that this trail was constructed for bicycle traffic. With the consolidation of Communist control of those portions of Attapeu Province along the Tonle Kong and the Cambodian border in late [] the Communists began the construction of a motorable route to replace the reported bicycle trail.

Route 110/97 (numbered 110 in Laos and 97 in Cambodia), which follows the general alignment of the old reported bicycle trail, was observed under construction in [] the new road was complete and in active use through its entire length: from its terminus with Route 96 in Laos, generally westward to the Tonle Kong and then southward along the east bank of the Tonle Kong to Route 194 in Cambodia (Pages 56 and 57).

Route 110/97 not only facilitates the movement of supplies procured in Cambodia, but it serves as a direct land transportation link between the Route 96 motorable infiltration net in Laos and the Cambodian road network. In effect, the Communists now have a motorable infiltration route extending approximately 600 nm south from Hanoi, through Laos and across the Cambodian border.

Intelligence derived through the analysis of comparative photography has determined an increase of suspect transportation activity in north-eastern Cambodia which is closely correlative to the opening of Route 110/97. Although there is no photographic evidence of vehicles using Route 110/97 the road is probably being utilized for transit of supplies from Route 96 in Laos into Cambodia, as well as for the movement of supplies from Cambodia. This movement into Cambodia has been corroborated by a recent CIA Intelligence Information Cable which stated in part that on [] 15 trucks carrying rice were observed moving east and 45 trucks carrying cases were moving west on Route 110. Also, suspect truck parks were observed in Cambodia where vehicle tracks leave Route 97 at XB 586075 and XB 574029 (See pages 50 and 51). Vehicle tracks also leave Route 97 at XB 560012 and XB 550004.

The only other photographically confirmed border crossing activity in this area of dense vegetation are 2 moderately traveled trail systems, one crossing the border at XA 425966, paralleling the west bank of the Tonle Kong (Page 58) and the other crossing the Cambodia/Laos border in the vicinity of XA 173860 (Page 59).

Although the area of study extended only approximately 2 nm north of the Cambodia/Laos border, heavy foot tracking was observed at XB 584164 heading south from Leotian Route 18, 9 nm north of the Cambodia/Laos border, toward Ban Sen Keo on the Tonle Kong (Page 46). Route 18 in this area is inactive. No vehicular activity was observed at XB 472144, where Route 18 crosses the Xe Pian (Page 45).

SECTION 2 (Map, page 60): That portion of the east bank of the Tonle Kong being utilized by Route 110/97 is very sparsely populated and the area east of the route is covered with dense vegetation. Route 110/97 does not have the sufficient base to be formerly considered an all weather road. However, limited attempts have been made to improve it, such as a new bridge 5.5 nm north of Route 194 at XA 536687 (Pages 64 and 65).

Route 110/97 terminates at Route 194, 0.7 nm east of Siem Pang and the Tonle Kong at XA 519605. There is no motorable route extending south from this terminus and only east-west vehicular movement is possible. To the east, heavily traveled Route 194 runs 30 nm to Virachei (Page 69). To the west, traffic crosses the Tonle Kong by a vehicular ferry to Siem Pang (Pages 66 and 67).

Vehicle tracks lead off Route 194 at XA 559590 and extend 3 nm WSW to the Tonle Kong. This junction is 2.3 nm east of the Route 97 terminus, but no suspect insurgent activity was associated with it.

Numerous vehicle tracks radiate from Siem Pang. Light to medium traveled vehicle tracks extend approximately 7 nm northward from Siem Pang to Khan Mak Feuan (XA 462724) and an unnamed settlement (XA 498702), both of which have associated probable military activity (Pages 62 and 63) (See Military, page 37). The banks of the Tonle Kong south of Siem Pang have numerous villages and associated areas of cultivation and trails. At this point, the area east of the river is covered with dense vegetation and a continuous trail pattern is not apparent.

Route 194 extends west from Siem Pang 14 nm to the Cambodia/Laos border at XA 285545. It has been realigned around the south end of the Siem Pang (W) Airfield at XA 489605 (Pages 27 and 28) for a distance of 1.6 nm. During the wet season, vehicular traffic utilizes the original alignment crossing the inactive airfield, whereas during the dry season the realignment is used as the airfield becomes serviceable.

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Two primary vehicle routes radiate off Route 194 at the village of Ph Khiet Kream, 4.5 nm west of Siem Pang. The first leaves Route 194 at XA 422605 with light to medium traveled vehicle tracks, which were fresh in [redacted] (Page 92), leading NW to the village of Khamphouk (Page 91). From here, the tracks extend NE to the village of Ph Nava (XA 274803) and SW to the Cambodia/Laos border at XA 136715. Vehicle tracks were also observed immediately west of Khamphouk (Page 89).

The second route from Ph Khiet Kream is Route 136, which exhibits medium to heavy vehicle tracking along its entire length and extends approximately 20 nm SW from its junction with Route 194 at XA 414605 to its junction with Route 13 (Page 71). Vehicle tracks leave Route 136 at XA 370523 and extend 0.6 nm east to the village of Ph Kanchen Kouk (Page 74). At this point, feeder roads lead to suspect storage areas and an unnamed village at XA 399371 on the Tonle Kong (See Military, page 37).

Route 194 continuing west to the Cambodia/Laos border from Ph Khiet Kream, also exhibits fresh vehicle tracking since [redacted] (Page 70). This route crosses the Cambodia/Laos border at a ford on the Prek Ka Lian (Stream) at XA 285546 where it merges with Route 131 in Laos. Route 131, which was not in active use by vehicles in [redacted] also has fresh vehicle tracking since [redacted].

A road, constructed subsequent to [redacted] and improved since [redacted] extends NW from the vicinity of the ford on Route 194, at XA 285546 parallel to the Prek Ka Lian and the Ph Khiet mountains (Pages 76 and 77). Suspect truck parks have been observed off this road (See Military, page 37) (pages 78, 80, and 81), and off an alignment showing fresh vehicle tracks which parallels the new road 0.5 nm to the NE (Pages 82, 83, and 84). These latter vehicle tracks leave Route 194 at XA 297557 and join the new road at XA 140610, which extends west with medium to heavy tracking (Page 85). Vehicle tracks leave the alignment that parallels the new road at XA 222592 and continue NNW parallel to the border with medium tracking (Page 88). The vehicle tracks cross the border 6 times, and junction with the route from Ph Nava (See above) at XA 128725. The alignment continues 4.8 nm NW from this junction out of the area of study to the village of Ben Naveang in Laos.

SECTION 3 (Map, page 93): Further south on Route 136, a light bridge supplements a ford crossing near Siem Hong at XA 293473, adjacent to a Cambodian strong point which has been abandoned since [redacted] (Pages 95 and 96). Route 136 crosses and runs parallel to the Cambodia/Laos border where both old and fresh vehicle tracks were observed on [redacted] north of its junction with Route 13 at XA 204372 (Pages 99 and 100).

Route 13 is the primary land route in the area of study, being an all weather road in good condition. It is the major north-south land route in northeastern Cambodia, and the only means of by-passing the Khone Falls on the Mekong. Approximately 25 nm of Route 13 falls within the area of study. A portion of Route 13 runs parallel to the Cambodia/Laos border, where a border control point at XA 157384 on the Cambodian side of the road has been abandoned since [redacted] (Pages 105 and 106). Two trucks were observed at this control point on [redacted].

Activity associated with Route 13 near the Cambodia/Laos border includes a new road constructed since [redacted] leading from Route 13 at XA 175311 to a new Cambodian military installation on the Mekong (See Military, page 38) (Pages 107, 108, and 109). A suspect truck park, new as of [redacted] was observed in a heavily wooded area approximately 1 nm from the Cambodia/Laos border in the vicinity of XA 205355 (Pages 101, 102, and 103). Nearby, there is an inactive road alignment running from Route 136 at XA 196390, and generally paralleling Route 13 to the NW (Page 104). Light vehicle tracks extend from Route 136 at XA 199387, approximately 10 nm to the villages of Kach Theng (XA 345272) and Huay Khen (XA 358248).

AREA B

SECTION 4 (Map, page 116): Although a portion of the Route 110/97 alignment in Laos was studied (Pages 135 and 136), the study of other Laotian land routes in this Section was limited to the immediate proximity of the Cambodia/Laos border. There is a north-south trail pattern in Laos east of Route 110/97, primarily serving Laotian villages and their associated agricultural activity (Pages 138 and 139). One trail crosses the Cambodia/Laos border at XA 778975 (Page 137).

Heavy tracking associated with military activity was observed along the Se Kong and off Laotian Route 110 at XB 690138 near the Cambodia/Laos border (See Military, page 38) (Pages 117 through 131).

SECTION 5 (Map, page 140): The major land routes crossing the Cambodia/Laos border east of Route 110/97 are centered around XA 038830. Here a trail system crosses the border from Laos, passing through new fortified villages (See Military, page 39) (Pages 141, 142, and 144). The main trail in this system generally follows the O Houei Lelay (Prek Lelay) south to the Tonle Sen, utilizing footbridges at stream crossing sites (Page 146).

The trail connects with the active navigable terminus of Prek Lelay and with a road at Ph Chakam (YA 019555), which is new since [redacted] (Pages 148, 149, and 150). This road extends 9 nm SW to Virachei and Route 194. A secondary trail runs SE from Ph Chakam to a trail paralleling the north bank of the Tonle Kong.

Other land routes in the vicinity of this main trail on the Prek Lelay were obscured by dense vegetation. No trails were observed immediately east of the O Houei Lelay, and only small trail segments were observed associated with villages west of the stream (Pages 151 and 154).

Further south, a 12.5 nm segment of Route 194 has been realigned between Virachei and Siem Pang from XA 619562 to XA 798456 (Pages 162 and 163). Vehicle traffic in [redacted] utilized the original alignment. At that time, there was some vehicle traffic in the vicinity of the new alignment, but this was associated with local traffic, and did not reconnect with Route 194 to form an alternate through route. Of recent significance is the new vehicle activity at XA 776587 (Page 155) and suspect truck parks which have appeared off the Route 194 realignment between [redacted] (See Military, page 39) (Pages 152, 153, 156, 157, 164, 165, 166, and 171).

SECTION 6 (Map, page 168): Although a vehicle ferry was not apparent on the Tonle Sen at Virachei, vehicle activity on both sides of the crossing site indicates some crossing facility (Page 174). Sand borrow pits with associated vehicle tracks were observed at Virachei on a sand bar against the east bank of the Tonle Sen.

Land routes extending off Route 194 at Virachei includes a primary trail paralleling the south bank of the Tonle Sen (Page 179) and vehicle tracks leading to storage and military areas (See Military, page 40) (Pages 173, 175, and 176).

East of Virachei, Route 194 extends past its junction with Route 1941 at XA 138282, 14 nm to its terminus (YA 146193) at Boung Long on Route 19 (Page 184). New vehicle tracks lead south off Route 194, 2 nm east of Virachei at XA 987427 (Page 177). These vehicle tracks extend 0.4 nm south to their visible terminus in dense vegetation at XA 982415, where suspect military activity was observed (Page 178).

There is a well defined trail network south of Virachei and Route 194, centered around the Tonle Sen, which serves villages and areas of cultivation. To the SE, Route 19 enters the area of study near its junction with Route 141 at YA 095123 (Page 183).

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AREA C

SECTION 7 (Map, page 186): The border area in this section of Cambodia is mountainous and covered with dense vegetation. Trail systems extending south from the Laos land transportation network cross the border in this area.

The primary trail system extends south from the visible terminus of Lactian Route 96, 1.5 nm from the Cambodian border in Laos at YB 660206 (Page 187). This system crosses the border in the vicinity of YB 672178.

The primary branch of this trail system passes through Cambodia (Page 188) into South Vietnam and proceeds south parallel to the Cambodia/South Vietnam border along the Xe Lon (Stream) and the Nam Sathay (Dek Hadrsi) (Stream). This primary trail has had air strikes mounted against it between [redacted] Numerous secondary trails lead off from this primary trail.

The trail system passes through the northeastern Cambodia/South Vietnam border area which is sparsely populated and has only minor ray agriculture. The system has been improved at numerous crossing sites with footbridges and occasional ferries (Pages 190 and 191).

Further west, a second trail system crosses the border in the vicinity of YB 390027 and proceeds south. Dense vegetation precludes the identification of other trails crossing the border and a continuous trail pattern could not be established. Although sections of the trails are frequently obscured by the dense vegetation in this area, the surface configuration and mountainous terrain are such that the trails probably follow an alignment parallel to the streams (Page 192).

SECTION 8 (Map, page 193): Continuing south toward the Tonle Sap, the primary trail systems are centered along the Stoeng Khampha (Page 212) in Cambodia and the Nam Sathay in South Vietnam (Page 195). Due to dense vegetation, only small segments of trails were observed in the immediate vicinity of the Cambodia/South Vietnam border between the 2 trail systems mentioned above (Page 200). Some secondary trail systems were observed near this border area in South Vietnam; however, a continuous trail pattern was not apparent (Page 199). Possible tracking along the streams and numerous small footbridges were observed throughout this area (Page 211).

Segments of a trail system were observed approximately 2 nm west and NW of the Stoeng Khampha. This system passes through suspect villages (See Military, page 40) (Pages 213, 215, and 216), and is probably associated with the Stoeng Khampha trail where 2 dam/footbridges were observed at YA 308794 and YA 302783 (Page 214).

The trail system following the Stoeng Khampha connects with the active navigable terminus of that stream at YA 357724 and continues south to the Tonle Sap where it integrates with an old primary trail paralleling the north bank (Page 208). There is a well defined trail network on both banks of the Tonle Sap in this area (Page 210). Native craft which could be used to cross the Tonle Sap, were observed at YA 256563 and YA 561296. Heavy tracking was observed south of the Tonle Sap opposite the Stoeng Khampha trail system (Page 207).

SECTION 9 (Map, page 217): The trail system following the Nam Sathay branches near the point where the stream forms part of the border between Cambodia and South Vietnam in the vicinity of YA 645484. One branch continues south through extensive ray agriculture (Page 218), and swings SE to the Tonle Sap where it passes through numerous suspect areas (See Military, page 41) (Pages 221 through 227).

The other branch passes into Cambodia at YA 644484 and extends SW through dense vegetation (Page 240) to the Tonle Sap, where there are probable crossing sites. Upon crossing the Tonle Sap, traffic may utilize either Route 197 or the existing trail network leading to Route 19 (Page 232).

Route 197 runs from Andeung Pech (Bo Kneo) 17.5 nm NE through dense vegetation (Page 239) to its motorable terminus at Ph Ba Kham (YA 549315) on the Tonle Sap (Page 234). The road branches 1.2 nm south of the Tonle Sap at YA 484321. The short branch proceeds straight north to Ph Pekap on the Tonle Sap at YA 487345. This segment was in active use and in good condition in [redacted] but by [redacted] it had deteriorated to where it was being used occasionally by vehicles (Pages 237 and 238). In [redacted] this segment was improved and again in active use by vehicles.

The main alignment of Route 197 swings east from the previously mentioned short branch road and runs parallel to the south bank of the Tonle Sap. A graded alignment for Route 197 had at one time proceeded parallel to the Tonle Sap to the Cambodia/South Vietnam border 2 nm north of Route 19, and then east into South Vietnam along the Ta Krel (Stream) where it disappeared into dense vegetation at YA 667253. Although the entire alignment was visible in [redacted] it only appeared active to within 1.5 nm of the border (YA 647238).

By [redacted] Route 197 was not being used by vehicles east of the previously mentioned road branch. The small bridge over the Prek Hop (Stream) at YA 497331 was gone and the road was overgrown. By [redacted] however, this alignment had been improved, the bridge replaced, and it was again in active use by vehicles to Ph Ba Kham, 9 nm from the Cambodia/Laos border (Pages 235 and 236).

An unnumbered road runs 10.5 nm north to Ph Krom (YA 425413) on the Tonle Sap from its junction with Route 1941 at YA 376242. The road was apparently not in use by vehicles in [redacted] however, the road was being used by vehicles. By [redacted] it had deteriorated to where it was only being used occasionally by vehicles (Pages 245 and 246). By [redacted] this road had been improved and was again in active use by vehicles. There is a well defined trail network west of the unnumbered road in the vicinity of Ph Ta Veng (YA 227440).

Route 195, which connects Route 1941 at YA 291242 with Route 19 at YA 264194, appeared to be inactive in [redacted] but was again in active use by vehicles in [redacted] (Pages 253 and 254).

Route 19 enters the area of study 5.7 nm SW of Boung Long and extends approximately 40 nm east toward the Cambodia/South Vietnam border. Route 19 deteriorates slightly as it proceeds east of Andeung Pech (Page 259) and does not cross into South Vietnam as an active road. Vehicle traffic on Route 19 stops at a Cambodian border control point where a bridge over the Prek Le Kri (Stream) at YA 668223 was destroyed by the French, approximately 2 nm west of the border. There is a ford at this point, but there is no evidence of vehicle traffic proceeding east (Pages 229 and 230). No tracking activity was observed in the densely vegetated area east of this point; however, light vehicle tracks were observed on Route 19 in South Vietnam (Page 228).

Route 19 marks the southern extent of the area of study. Trails and motorable routes leading south from Route 19 and from 13 40N will be the subject of a following study, CIA/PIR 75003.

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16. Suspect PAVN truck park located in the Ph Khieu Mountains at XA 160605, approximately 18.5 nm west of Siem Pang. Extensive evidence of vehicle turnoff, 3 vehicle turn around areas, and extensive evidence of scarring and associated tracking activity. No buildings were discernable. Defenses include numerous foxholes throughout the general area (Page 84).

17. Suspect insurgent storage area located along the border in Laos at XA 219695, approximately 20.5 nm WNW of Siem Pang. Approximately 5 storage type buildings were observed widely dispersed along Route 136. Extensive scarring and evidence of numerous trails were noted throughout the area. Defenses include several possible foxholes and a possible trench observed adjacent to a vehicle turnoff on Route 136 (Pages 86 and 87).

18. Fortified Cambodian village, suspected of being utilized as an insurgent liaison station, was observed at XA 207780, approximately 17 nm NW of Siem Pang and 5 nm east of the Cambodia/Laos border. Approximately 22 huts were observed within the area of interest. Defenses include 6 trenches located on the periphery of the village (Page 90).

19. Probable Cambodian military camp located at Khamphouk (XA 234770) approximately 17 nm NW of Siem Pang. A fence secured barracks type building and a smaller associated building were observed adjacent to and SE of the village of Khamphouk. Defenses include several possible foxholes within the fenced area. This small camp is believed to be utilized for local security and possibly as an insurgent liaison station (Page 91).

SECTION 3

1. Suspect Cambodian storage area observed on the west bank of the Tonle Kong at XA 422477, approximately 7 nm SW of Siem Pang. Approximately 3 suspect storage type buildings were observed adjacent to the river bank approximately 0.2 nm north of an unnamed village. Vehicle tracks were observed entering the village from Route 136. No defenses were discernable. Two motorized craft were observed underway in midstream and headed in the direction of Stung Treng located approximately 33 nm downstream (Page 94).

2. Probable Cambodian rest and refuel area located at XA 290476 and adjacent to an unnumbered segment of road approximately 14 nm SW of Siem Pang. One large vehicle-type shed, 6 smaller support buildings and one storage-type building were observed within a fence secured area. Defensive positions include 2 trench systems located directly in front of the installation. An abandoned strong point was observed adjacent to the area with a suspect transloading area and truck park located approximately 0.5 nm to the NE (Page 97).

3. Suspect PAVN/PL truck park/transloading area and associated bivouac area located on Route 136 at XA 298478, approximately 13 nm SW of Siem Pang. The area includes a vehicle park, suspect transloading area and an adjacent suspect bivouac area. Extensive evidence of tracking activity has been observed throughout the entire area. Approximately 12 suspect tents were observed west of Route 136. No defenses were discernable (Page 98).

4. Suspect PAVN/PL truck park/transloading area and associated bivouac area located at XA 206362, approximately 20 nm SW of Siem Pang and adjacent to the Cambodia/Laos border. Approximately 7 possible concealed buildings, a possible concealed truck at the entrance and numerous evidence of concealed vehicle tracks and scarring was visible under the dense tree canopy. No defenses were discernable (Page 103).

5. Probable Cambodian rest and refuel area observed at XA 126349 and completed unnumbered road located approximately 2.2 nm south of the Cambodia/Laos border. Approximately 3 probable vehicle sheds, a probable administration building, 2 probable storage buildings, 3 probable barracks and numerous smaller buildings and sheds were noted in the area. Extensive vehicle tracking was observed in the immediate area. Defenses include a possible AW position (Pages 107 and 108).

6. A probable Cambodian military camp was observed under construction at Ban Ruc Moung (XA 093353) approximately 2 nm south of the Cambodia/Laos border. The complex consists of 2 areas; area A contains a barracks/support area with 12 probable barracks-type buildings (2 under construction), 1 possible mess hall, and 20 support buildings (3 under construction). Area B contains 1 possible storage building, 1 possible administration building,

21 possible personnel quarters and numerous additional smaller buildings. A motorable road extends east from the area and terminates at Route 13 (Page 109).

7. Suspect insurgent liaison station and associated storage buildings observed at Kach Toum Island (XA 080358), located in the Mekong approximately 2 nm south of the Cambodia/Laos border. Approximately 2 storage-type buildings and a smaller building were observed in the south-central portion of the island. No defenses were discernable (Page 110).

8. Probable Cambodian military installation located at Preah Angkoal (XA 045365), approximately 2 nm south of the Cambodia/Laos border. Two large barracks-type buildings and approximately 10 small support buildings were observed within a fence secured area. A fence secured storage-type building was observed in another area adjacent to and north of the barracks area. No defenses were discernable (Page 111).

9. Suspect insurgent liaison station and associated storage buildings located on the east bank of the Mekong at XA 076393, approximately 24 nm north of Stung Treng. The area includes one large barracks-type building and 3 suspect storage buildings. A segment of Route 13 terminates at the suspect liaison station. No defenses were discernable (Page 112).

10. Suspect insurgent liaison station and associated storage area located on the west bank of the Mekong at XA 028358 and adjacent to and south of the Cambodia/Laos border. Approximately 20 buildings were observed partially concealed within the area of interest. Vehicle tracks were observed entering the area from the south. No defenses were discernable (Page 113).

11. Suspect insurgent storage area located adjacent to the east bank of the Mekong at XA 075418, approximately 2.8 nm north of the Cambodia/Laos border. Approximately 10 suspect storage-type buildings were observed widely dispersed along the east bank of the Mekong. Vehicle tracks were observed running from Route 13 and terminating within the area of interest. No defenses were discernable (Page 114).

12. Suspect insurgent liaison station and associated storage buildings observed on an unnamed island located in the Mekong at XA 066337, approximately 2.5 nm south of the Cambodia/Laos border. Approximately 8 storage-type buildings were observed on the small island. Insurgent type row crop agriculture was observed on the southern tip of the island. No defenses were discernable (Page 115).

SECTION 4

1. Suspect PAVN/PL activity located adjacent and south of the Bolovens Plateau at XB 675283, approximately 16 nm WSW of Attapeu. Several possible concealed buildings were observed under a moderate tree canopy. Extensive track activity and row crop agriculture was observed in close proximity to the area of interest. No defenses were discernable (Page 117).

2. Laotian village probably occupied by PAVN/PL forces located at XB 672298 and south of the Bolovens Plateau, approximately 20 nm SW of Attapeu. Observed within this highly agricultural area are insurgent-type row crops, a trench system, a probable AW position, several foxholes, and a possible earthen bunker with trenching and firing bays. An abnormal amount of track activity was observed throughout the area (Page 118).

3. Probable PAVN/PL storage area located in Laos at XB 708215 and adjacent to the east bank of the Se Kong, approximately 16 nm SW of Attapeu. Approximately 6 storage buildings observed dispersed along the river bank. Defenses include several foxholes within the area of interest (Page 119).

4. Probable PAVN/PL storage area located along the south bank of the Se Kong at XB 705223, approximately 3 nm north of the Cambodia/Laos border. Approximately 10 probable storage buildings were observed widely dispersed along the south bank of the Se Kong. No defenses were discernable (Pages 120 and 121).

5. Suspect PAVN/PL staging area located adjacent to the east bank of the Se Kong at XB 670212, approximately 20 nm SW of Attapeu. Several possible buildings concealed under the trees and extensive track activity and numerous trails were observed throughout the area. Defenses include several foxholes, a trench system, and a possible AW position (Page 122).

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16. Suspect PAVN truck park located in the Ph Khieu Mountains at XA 160605, approximately 18.5 nm west of Siem Pang. Area of interest contains a vehicle turnoff, 3 vehicle turn around areas, and extensive evidence of scarring and associated tracking activity. No buildings were discernable. Defenses include numerous foxholes throughout the general area (Page 84).

17. Suspect insurgent storage area located along the border in Laos at XA 219695, approximately 20.5 nm NW of Siem Pang. Approximately 5 storage type buildings were observed widely dispersed along Route 136. Extensive scarring and evidence of numerous trails were noted throughout the area. Defenses include several possible foxholes and a possible trench observed adjacent to a vehicle turnoff on Route 136 (Pages 86 and 87).

18. Fortified Cambodian village, suspected of being utilized as an insurgent liaison station, was observed at XA 207780, approximately 17 nm NW of Siem Pang and 5 nm east of the Cambodia/Laos border. Approximately 22 huts were observed within the area of interest. Defenses include 6 trenches located on the periphery of the village (Page 90).

19. Probable Cambodian military camp located at Xhamphouk (XA 234770) approximately 17 nm NW of Siem Pang. A fence secured barracks type building and a smaller associated building were observed adjacent to and SE of the village of Xhamphouk. Defenses include several possible foxholes within the fenced area. This small camp is believed to be utilized for local security and possibly as an insurgent liaison station (Page 91).

SECTION 3

1. Suspect Cambodian storage area observed on the west bank of the Tonle Kong at XA 422477, approximately 7 nm SW of Siem Pang. Approximately 3 suspect storage type buildings were observed adjacent to the river bank approximately 0.2 nm north of an unnamed village. Vehicle tracks were observed entering the village from Route 136. No defenses were discernable. Two motorized craft were observed underway in midstream and headed in the direction of Stung Treng located approximately 33 nm downstream (Page 94).

2. Probable Cambodian rest and refuel area located at XA 290476 and adjacent to an unnumbered segment of road approximately 14 nm SW of Siem Pang. One large vehicle-type shed, 6 smaller support buildings and one storage-type building were observed within a fence secured area. Defensive positions include 2 trench systems located directly in front of the installation. An abandoned strong point was observed adjacent to the area with a suspect transloading area and truck park located approximately 0.5 nm to the NE (Page 97).

3. Suspect PAVN/PL truck park/transloading area and associated bivouac area located on Route 136 at XA 298478, approximately 13 nm SW of Siem Pang. The area includes a vehicle park, suspect transloading area and an adjacent suspect bivouac area. Extensive evidence of tracking activity has been observed throughout the entire area. Approximately 12 suspect tents were observed west of Route 136. No defenses were discernable (Page 98).

4. Suspect PAVN/PL truck park/transloading area and associated bivouac area located at XA 206362, approximately 20 nm SW of Siem Pang and adjacent to the Cambodia/Laos border. Approximately 7 possible concealed buildings, a possible concealed truck at the entrance and numerous evidence of concealed vehicle tracks and scarring was visible under the dense tree canopy. No defenses were discernable (Page 103).

5. Probable Cambodian rest and refuel area observed at XA 126349 and completed unnumbered road located approximately 2.2 nm south of the Cambodia/Laos border. Approximately 3 probable vehicle sheds, a probable administration building, 2 probable storage buildings, 3 probable barracks and numerous smaller buildings and sheds were noted in the area. Extensive vehicle tracking was observed in the immediate area. Defenses include a possible AW position (Pages 107 and 108).

6. A probable Cambodian military camp was observed under construction at Ban Huoi Moung (XA 093353) approximately 2 nm south of the Cambodia/Laos border. The complex consists of 2 areas; area A contains a barracks/support area with 12 probable barracks-type buildings (2 under construction), 1 possible mess hall, and 20 support buildings (3 under construction). Area B contains 1 possible storage building, 1 possible administration building,

21 possible personnel quarters and numerous additional smaller buildings. Several vehicles and associated construction activity was observed throughout the area. A motorable road extends east from the area and terminates at Route 13 (Page 109).

7. Suspect insurgent liaison station and associated storage buildings observed at Kaoh Toum Island (XA 080358), located in the Mekong approximately 2 nm south of the Cambodia/Laos border. Approximately 2 storage-type buildings and a smaller building were observed in the south-central portion of the island. No defenses were discernable (Page 110).

8. Probable Cambodian military installation located at Preah Angkoal (XA 045365), approximately 2 nm south of the Cambodia/Laos border. Two large barracks-type buildings and approximately 10 small support buildings were observed within a fence secured area. Approximately 10 large barracks-type buildings were recently dismantled. A fence secured storage-type building was observed in another area adjacent to and north of the barracks area. No defenses were discernable (Page 111).

9. Suspect insurgent liaison station and associated storage buildings located on the east bank of the Mekong at XA 076393, approximately 24 nm north of Stung Treng. The area includes one large barracks-type building and 3 suspect storage buildings. A segment of Route 13 terminates at the suspect liaison station. No defenses were discernable (Page 112).

10. Suspect insurgent liaison station and associated storage area located on the west bank of the Mekong at XA 028358 and adjacent to and south of the Cambodia/Laos border. Approximately 20 buildings were observed partially concealed within the area of interest. Vehicle tracks were observed entering the area from the south. No defenses were discernable (Page 113).

11. Suspect insurgent storage area located adjacent to the east bank of the Mekong at XA 075418, approximately 2.8 nm north of the Cambodia/Laos border. Approximately 10 suspect storage-type buildings were observed widely dispersed along the east bank of the Mekong. Vehicle tracks were observed running from Route 13 and terminating within the area of interest. No defenses were discernable (Page 114).

12. Suspect insurgent liaison station and associated storage buildings observed on an unnamed island located in the Mekong at XA 066337, approximately 2.5 nm south of the Cambodia/Laos border. Approximately 8 storage-type buildings were observed on the small island. Insurgent type row crop agriculture was observed on the southern tip of the island. No defenses were discernable (Page 115).

SECTION 4

1. Suspect PAVN/PL activity located adjacent and south of the Bolovens Plateau at XB 675283, approximately 16 nm WSW of Attapeu. Several possible concealed buildings were observed under a moderate tree canopy. Extensive track activity and row crop agriculture was observed in close proximity to the area of interest. No defenses were discernable (Page 117).

2. Laotian village probably occupied by PAVN/PL forces located at XB 672298 and south of the Bolovens Plateau, approximately 20 nm SW of Attapeu. Observed within this highly agricultural area are insurgent-type row crops, a trench system, a probable AW position, several foxholes, and a possible earthen bunker with trenching and firing bays. An abnormal amount of track activity was observed throughout the area (Page 118).

3. Probable PAVN/PL storage area located in Laos at XB 708215 and adjacent to the east bank of the Se Kong, approximately 16 nm SW of Attapeu. Approximately 6 storage buildings observed dispersed along the river bank. Defenses include several foxholes within the area of interest (Page 119).

4. Probable PAVN/PL storage area located along the south bank of the Se Kong at XB 705223, approximately 3 nm north of the Cambodia/Laos border. Approximately 10 probable storage buildings were observed widely dispersed along the south bank of the Se Kong. No defenses were discernable (Pages 120 and 121).

5. Suspect PAVN/PL staging area located adjacent to the east bank of the Se Kong at XB 670212, approximately 20 nm SW of Attapeu. Several possible buildings concealed under the trees and extensive track activity and numerous trails were observed throughout the area. Defenses include several foxholes, a trench system, and a possible AW position (Page 122).

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6. Suspect PAVN/PL bivouac area located adjacent to the east bank of the Se Kong at XB 701185, approximately 1.2 nm NE of the Cambodia/Laos border. The entire area contains extensive evidence of track activity, scarring under the tree canopy and row crop agriculture. No defenses were discernable (Page 123).

7. Probable PAVN/PL liaison and storage area located at XB 686185, approximately 20 nm SW of Attapeu. Approximately 9 storage-type buildings were observed concealed under a light tree canopy adjacent to the south bank of the Se Kong. Insurgent type row crop agriculture and extensive trail activity were observed within the area of interest. No defenses were discernable (Pages 124 and 125).

8. Probable PAVN/PL storage area located at XB 675165, approximately 21 nm SW of Attapeu. Approximately 11 storage type buildings were observed along the east and west banks of the Se Kong. Numerous evidence of row crop agriculture was observed in the area. No defenses were discernable (Pages 126 and 127).

9. Probable PAVN/PL storage area located adjacent to the east bank of the Se Kong at XB 680175, approximately 2.5 nm NE of the Laos/Cambodia border. Approximately 6 storage-type buildings were observed dispersed adjacent to the river bank. No defenses were discernable (Page 128).

10. Suspect PAVN/PL staging area located at XB 690130, approximately 20 nm SW of Attapeu. Numerous evidence of track activity, trails and several concealed buildings were observed in a widely dispersed area. Several foxholes and a trench system were observed under a light tree canopy (Page 129).

11. Suspect PAVN/PL bivouac area located adjacent to the east bank of the Se Kong at XB 684154, approximately 19 nm SW of Attapeu. Approximately 10 buildings concealed under a light tree canopy were observed within the area of interest. Insurgent-type row crop agriculture was observed adjacent to the river bank. Extensive scarring, track activity, and trails were observed throughout the general area. Defenses include 14 AW/AA positions and numerous foxholes dispersed throughout the area (Pages 130 and 131).

12. Probable PAVN/PL storage/transloading area located adjacent to the south bank of the Tonle Kong at XB 645132, approximately 1.8 nm west of the Cambodia/Laos border. Approximately 14 storage-type buildings were observed dispersed among numerous banana trees. Several native pirogues were observed along the river bank. Several concealed buildings, row crop agriculture, and several pirogues were observed across the border in Laos on the north bank of the Tonle Kong. No defenses were discernable (Page 132).

13. Probable PAVN/PL liaison and storage area located adjacent to the east bank of the Tonle Kong at XB 624123, approximately 3 nm WSW of the Cambodia/Laos border. Approximately 10 concealed buildings and insurgent-type row crop agriculture was observed within the area of interest. Defenses include 2 possible concealed AW positions located to the NE (Page 133).

14. Suspect PAVN/PL storage area located adjacent to the east bank of the Tonle Kong at XB 620118, approximately 2.8 nm WSW of the Cambodia/Laos border. Approximately 6 concealed huts were observed under a light tree canopy. No defenses were discernable. A former Lao village was observed on the west bank of the Tonle Kong, and is suspected of being utilized as an insurgent liaison station. Two concealed dwellings and extensive track activity were observed within the area. No defenses were discernable (Page 134).

SECTION 5

1. Cambodian fortified village probably utilized as an insurgent liaison station and rest area located at YA Q31795. It is adjacent to a well used trail located approximately 18 nm NNE of Virachei and approximately 2 nm SE of the Cambodia/Laos border. Approximately 17 dwellings, 9 small huts and 2 fence secured dwellings were observed within the area of interest. Defenses include a large trench system observed adjacent to the fence secured area (Page 141).

2. Fortified Cambodian village possibly utilized as an insurgent liaison station and rest area was observed at YA Q28764 and adjacent to a well used network of trails approximately 16.8 nm NNE of Virachei. Approximately 40 dwellings were observed within the area of interest. Defenses include several trenches (Pages 142 and 143).

3. Former Cambodian village possibly utilized as an insurgent liaison station and rest area was observed at YA Q31795 and adjacent to numerous concealed trails approximately 17 nm north of Virachei. Approximately 11 dwellings were observed within the area of interest. Defenses include several trenches (Page 144).

4. Former Cambodian village possibly utilized as an insurgent liaison station and rest area was observed at YA 968660 and adjacent to numerous concealed trails approximately 13 nm north of Virachei. Approximately 43 dwellings were observed within the area of interest. Native associated slash and burn agriculture was not noted in the area. No defenses were discernable (Page 145).

5. Fortified Cambodian village possibly utilized as an insurgent liaison station and rest area was observed at YA 964706 and adjacent to a heavily concealed trail approximately 13.8 nm north of Virachei. Approximately 11 dwellings were observed within the area of interest. Defenses include several trenches (Pages 146 and 147).

6. Probable Cambodian military camp located at Phlo Kamping (YA 018555) and at the northern terminus of a motorable road approximately 7 nm NE of Virachei. Approximately 31 buildings, a fence secured building, an U/I revetted area with a possible building, and 15 smaller huts were observed within the area of interest. Defenses include 15 trenches dispersed around the periphery of the camp. Approximately 3 native pirogues were observed on the Prek Laley adjacent to and east of the camp (Pages 148 and 149).

7. Probable Cambodian military camp and road security checkpoint located at YA 009530 and adjacent to a motorable road that extends NE from Virachei. Approximately 15 buildings were observed within the area of interest. Defenses include a trench located on the periphery of the camp (Page 150).

8. Suspect PAVN truck park and associated storage area located at YA 830490 and adjacent to a newly aligned segment of Route 194 approximately 6.5 nm WNW of Virachei. Extensive vehicle track activity was observed concealed under a light tree canopy. Approximately 6 storage-type buildings were observed within the area. Insurgent-type row crop agriculture was observed adjacent to and east of the truck park. No defenses were discernable (Pages 152 and 153).

9. Cambodian fortified native village suspected of being utilized as an insurgent liaison station and rest area was observed at YA 883669, approximately 12 nm WNW of Virachei. Approximately 25 dwellings, 50 storage-type huts and 3 probable animal enclosures were observed within a fenced area. No defenses were discernable. There was an obvious lack of native slash and burn agriculture to support this village. Numerous concealed trails noted in the area (Page 154).

10. Suspect PAVN truck park and associated storage area located at YA 750552 and adjacent to a newly aligned segment of Route 194 approximately 11.5 nm WNW of Virachei. Extensive vehicle track activity was observed partially concealed under a moderate to heavy tree canopy. Possibly 2 concealed buildings were observed within the area of interest. No defenses were discernable (Pages 156 and 157).

11. Suspect Cambodian military camp located at the terminus of a motorable road at YA 770510, approximately 11 nm NW of Virachei. Approximately 29 buildings and 15 smaller shed-type dwellings were observed within the area of interest. Defenses include 2 possible AW positions (Page 158).

12. Suspect insurgent storage area located at YA 750530 and adjacent to a segment of the newly aligned Route 194 approximately 13 nm NW of Virachei. Approximately 2 suspect storage buildings and a vehicle turn around were observed within the area of interest. No defenses were discernable (Page 159).

13. Probable Cambodian military camp observed at Ph Leusup (YA 717578), approximately 1.5 nm north of the suspected PAVN truck parks. A barracks type building and 5 probable support buildings were observed within a fence secured area. Approximately 35 additional buildings were observed adjacent to and NE of the area. Defenses include 10 possible AW positions widely dispersed throughout the area. Vehicle tracks were observed entering the installation from the south (Pages 160 and 161).

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14. Suspect PAVN truck park and associated storage area located at XA 710490. It is situated 13.8 nm WNW of Virachei and between the newly aligned segment of Route 194 and the original road alignment. The original road appears to be deteriorated and unused. Extensive vehicle track activity was observed partially concealed under a light to heavy tree canopy with approximately 5 storage-type buildings noted within the area of interest. No defenses were discernable (Page 166).

15. Possible Cambodian rest and refuel area observed along a newly aligned segment of Route 194 at XA 695560, approximately 10 nm ESE of the southern terminus of Route 97. The installation contains one suspect vehicle maintenance shed, 6 suspect support buildings and 5 suspect storage buildings. Defenses include several foxholes and one possible AW position. Extensive vehicle track activity was observed within the area (Page 167).

SECTION 6

1. Suspect insurgent storage area located at XA 714465 and adjacent to Route 194, approximately 14 nm west of Virachei. Approximately 8 suspect storage-type buildings and approximately 15 smaller huts were observed south of the original Route 194 alignment. No defenses were discernable (Page 169).

2. Suspect PAVN truck park located along a newly aligned segment of Route 194 at XA 830490, approximately 7 nm west of Virachei. Vehicle track activity was observed concealed under a light to moderate tree canopy. No defenses were discernable (Page 172).

3. Probable Cambodian military camp located at Ph Paksan (XA 905425) approximately 3 nm SW of Virachei. Approximately 5 buildings were observed within the area of interest. Extensive evidence of vehicle track activity was observed throughout the area. Defenses include a trench located adjacent to the buildings (Page 173).

4. Cambodian military installation observed in the vicinity of Virachei at XA 958454 and situated on the north bank of the Tonle Sap. The installation comprises 2 separate areas: Area A contains a probable barracks building, a probable mess hall building, 2 probable storage buildings and 9 probable support/storage buildings. Area B contains a probable administration type building, a probable barracks-type building, and 7 smaller probable support buildings. Defenses including 4 possible AW/AA positions and extensive trenching were noted in both areas. Several suspect AW/AA positions were observed adjacent to the airfield (Page 175).

5. Probable Cambodian storage area in the vicinity of Virachei at XA 972454 on the south bank of the Tonle Sap. Three storage type buildings, 8 probable storage/support buildings and a possible vehicle shed were observed within the area of interest. Vehicle tracks observed throughout the area adjoin Route 194 to the south. No defenses were discernable (Page 176).

6. Suspect PAVN bivouac and staging area located at XA 987428, approximately 2 nm SE of Virachei. Extensive evidence of vehicle tracks, scarring and trail activity apparently associated with a suspect transloading area located on Route 194, was observed partially concealed by a moderate tree canopy. A vehicle turnover was observed with vehicle tracks leading into a heavily wooded area. Defenses include numerous foxholes situated along the road and adjacent to the suspect bivouac area (Page 178).

7. Defensive positions, associated track activity, and a suspect camouflaged truck observed on Route 194 at XA 020390, approximately 4.5 nm SE of Virachei (Page 180).

8. Probable Cambodian security checkpoint located at XA 075350 and adjacent to Route 194 approximately 8.5 nm SE of Virachei. Approximately 3 buildings were observed adjacent to a ford crossing a small stream (Page 181).

9. Probable Cambodian military camp located at XA 114305 and adjacent to Route 194 approximately 6.5 nm NNW of Boung Long. Approximately 31 buildings were observed in 2 separate areas. Defenses include 2 trenches (Page 182).

10. Possible Cambodian military camp and associated support facilities located in the vicinity of Boung Long at XA 144188, approximately 30 nm west of the Cambodia/South Vietnam border. Approximately 9 barracks-type buildings, a possible mess hall building, and 4 possible support buildings were observed within the barracks/support area. Two large vehicle sheds and associated vehicle parks were observed approximately 0.3 nm north of the airfield. A possible hospital was observed adjacent to and west of the airfield. Defenses include 2 probable AW/AA positions (Pages 184 and 185).

SECTION 7

Suspect insurgent activity located at XA 785931, approximately 6 nm east of the South Vietnam/Cambodia border. Suspect area contains extensive trails and scarring activity partially visible through a moderate to heavy tree canopy. No defenses were discernable (Page 189).

SECTION 8

1. Suspect insurgent activity located in South Vietnam at XA 665825, approximately 4.5 nm east of the South Vietnam/Cambodia border. Extensive evidence of scarring activity was observed under a light to moderate tree canopy at the terminus of a well used trail. No defenses were discernable (Page 194).

2. Probable insurgent rest area located at XA 700800 and adjacent to a well used trail, approximately 5 nm east of the South Vietnam/Cambodia border. Approximately 7 huts were observed under a heavy tree canopy. No defenses were discernable (Page 196).

3. Suspect insurgent activity located in South Vietnam at XA 665545, approximately 3 nm NE of the South Vietnam/Cambodia border. Approximately 3 concealed dwellings and extensive evidence of scarring activity was observed under a moderate to heavy tree canopy. No defenses were discernable (Page 197).

4. Suspect insurgent activity located in South Vietnam at XA 654511, approximately 4.5 nm east of the South Vietnam/Cambodia border. Approximately 3 concealed dwellings and extensive evidence of scarring was observed under a moderate to heavy tree canopy. No defenses were discernable (Page 198).

5. Suspect insurgent activity associated with a native agricultural area located in the Tonle Sap Valley at XA 410905, approximately 8 nm west of the Cambodia/South Vietnam border. An abnormal amount of out-dwellings associated with local agriculture, and the complete absence of an organized Khmer village indicate possible occupation by PAVN/VC forces. Three large plots of insurgent-type row crop agriculture were first observed within this area in [redacted] No defenses were discernable (Pages 201 and 202).

6. Probable insurgent storage area located at XA 394516 and adjacent to the Tonle Sap, approximately 8.2 nm west of the Cambodia/South Vietnam border. Approximately 28 storage-type buildings were observed adjacent to the west bank of the Tonle Sap. Probable boat landings and insurgent-type row crop agriculture were observed within the area. No defenses were discernable (Pages 203 and 204).

7. Suspect insurgent activity associated with an agricultural area was observed at XA 372510, approximately 8 nm west of the Cambodia/South Vietnam border. Approximately 30 huts were observed dispersed throughout a fence secured agricultural area located adjacent to the Tonle Sap. Approximately 8 additional concealed huts were observed within a smaller secured area with insurgent-type row crop agriculture located nearby. An obvious lack of native villages and associated activity indicates that the area is possibly occupied by PAVN/VC forces. No defenses were discernable (Page 205).

8. Abandoned village utilized as a probable insurgent liaison and storage area located at XA 376525 along the south bank of the Tonle Sap, approximately 11 nm west of the Cambodia/South Vietnam border. Approximately 12 storage-type huts and 20 small huts were observed within the abandoned village site. Two probable boat landings were observed along the river bank. No defenses were discernable (Page 206).

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9. Suspect Cambodian military camp located in South Vietnam at [redacted] north of the Tonle Sen. Approximately 15 huts were observed in the area. No defenses were discernable (Page 209).

10. Suspect insurgent liaison and rest area located at YA 357725 and adjacent to the Stoeng Khemphe, approximately 11 nm north of the Tonle Sen. Approximately 8 dwellings were observed within a very heavily tracked area. No defenses were discernable (Page 212).

11. Cambodian village, possibly being utilized as an insurgent liaison station and rest area located at YA 221742, approximately 21 nm NE of Viachel. Approximately 22 large buildings and 15 small huts were observed within the mountainous area north of the Tonle Sen. A cleared area with a circular marking on the ground is located in the village and is believed to be used as a helicopter pad and/or drop zone for air-lifted supplies. No defenses were discernable (Page 213).

12. Cambodian fortified village probably utilized as an insurgent liaison station and rest area located at YA 236818, approximately 5 nm south of the Cambodia/South Vietnam border. A well concealed network of trails oriented north/south were noted in the area. Approximately 43 huts were observed within the area of interest. Defenses include 5 trenches located on the periphery of the village (Pages 215 and 216).

SECTION 9

1. Probable insurgent liaison station and storage area located at YA 643483 in northeastern Cambodia and adjacent to the Cambodia/South Vietnam border. Approximately 8 probable storage buildings were observed within the area with evidence of insurgent-type row crop agriculture noted adjacent to the SW. A heavily used trail was observed on the east bank of the Prek Sethay in South Vietnam. Extensive trail activity was observed adjacent to the insurgent activity. No defenses were discernable (Pages 219 and 220).

2. Suspect insurgent rest area located in South Vietnam approximately 1 nm east of the South Vietnam/Cambodia border at YA 677446 and adjacent to numerous well used trails. Approximately 6 huts were observed under a moderate tree canopy. Aerial photography dated [redacted] revealed bomb craters in close proximity to the area. No defenses were discernable (Page 221).

3. Suspect insurgent activity located in South Vietnam at YA 663425, approximately 0.5 nm east of the South Vietnam/Cambodia border. Approximately 4 concealed dwellings were observed under a moderate tree canopy. No defenses were discernable (Page 222).

4. Probable insurgent storage area located in South Vietnam at YA 676423, which is at the terminus of a well used network of trails and along the east bank of the Se Sen River approximately 1 nm east of the South Vietnam/Cambodia border. Approximately 6 large storage-type buildings were observed partially concealed. No defenses were discernable (Page 223).

5. Suspect insurgent liaison/storage area located inside Cambodia at YA 658403 and adjacent to the Cambodia/South Vietnam border. Approximately 6 storage-type huts and 7 smaller huts were observed adjacent to the Se Sen River. Aerial photography dated [redacted] revealed a large abandoned and dismantled probable Jareai native village located adjacent to the liaison area. The village appeared to be active in [redacted] No defenses were discernable (Page 224).

6. Possible insurgent rest areas located at YA 680370 and straddling the Cambodia/South Vietnam border approximately 11 nm NW of Duc Co, South Vietnam. A rest area located on the Cambodian side of the border contains approximately 10 concealed dwellings adjacent to a probable Jareai native village that was active in [redacted] and observed abandoned in [redacted] Eastward, in South Vietnam, the possible rest area consists of an active trail terminating within a forested area which contains evidence of scarring under a heavy tree canopy. No defenses were discernable (Page 225).

7. Cambodian village suspected of being utilized as an insurgent liaison station located adjacent to the Cambodia/South Vietnam border on the Tonle Sep at YA 669365. The village was dismantled in [redacted] after bombing attacks in adjacent areas of South Vietnam (Page 226).

8. Probable Cambodian border checkpoint suspected of being utilized as an insurgent liaison station located at YA 630212, approximately 4 nm west of the South Vietnam/Cambodia border. Approximately 20 buildings were observed within the area including 2 probable barracks buildings, 5 probable storage buildings, a probable mess hall, and several probable support buildings. The triangular strong point appears deteriorated and abandoned. A probable vehicle park is located adjacent to and north of a suspect storage area. No defenses were discernable (Page 231).

9. Probable Cambodian border checkpoint suspected of being utilized as an insurgent liaison station located at YA 630223 and the eastern terminus of Route 19 approximately 2 nm west of the Cambodia/South Vietnam border. Approximately 2 barracks-type buildings, 2 probable storage buildings, and 4 probable support buildings were observed. A possible helicopter landing pad was observed adjacent to and west of the installation. Insurgent-type row crop agriculture was observed immediately to the east. Defenses include an AW position (Pages 229 and 230).

10. Cambodian military strong point and associated support facilities observed on Route 19 at YA 630212, approximately 4 nm west of the South Vietnam/Cambodia border. Approximately 20 buildings were observed within the area including 2 probable barracks buildings, 5 probable storage buildings, a probable mess hall, and several probable support buildings. The triangular strong point appears deteriorated and abandoned. A probable vehicle park is located adjacent to and north of a suspect storage area. No defenses were discernable (Page 231).

11. Probable insurgent liaison station and storage area located in Cambodia at YA 569276 and adjacent to the Tonle Sen, approximately 5.5 nm east of the Cambodia/South Vietnam border. Approximately 6 huts were observed in a partially cleared area. A boat landing was observed adjacent to the area of interest. No defenses were discernable (Page 233).

12. Possible insurgent liaison station and storage area located at YA 540321, south of the Tonle Sen at the terminus of Route 197. A former village site with approximately 20 storage-type buildings was observed in a semi-cleared area adjacent to the Tonle Sen. A Cambodian strong point and support area located immediately to the SE was dismantled and abandoned in early [redacted] No defenses were discernable (Page 234).

13. A former native village possibly utilized as an insurgent liaison station located adjacent to the Tonle Sen at YA 487344, approximately 12 nm NE of Ph Pakep. Approximately 5 large buildings and 5 smaller sheds were observed within a fence secured area. Defenses include several possible foxholes and a possible AW position (Pages 237 and 238).

14. Cambodian village and associated agricultural area possibly occupied by PAVN/VC insurgents, located adjacent to the Tonle Sen at YA 425418, approximately 12 nm west of the Cambodia/South Vietnam border. A majority of the 32 dwellings observed within the village appear to have been partially rebuilt. Four suspect storage buildings and evidence of insurgent-type row crop agriculture were observed on the periphery of the village. An abnormal amount of well dispersed huts and row crop agriculture were observed within a large wet rice agricultural area immediately to the east. An abandoned village was observed on the north bank of the Tonle Sen. The area is probably being utilized as an insurgent liaison station. No defenses were discernable (Pages 241, 242, 243, and 244).

15. Probable insurgent liaison station and storage area located inside Cambodia at YA 405394, approximately 13 nm north of Andeung Pech (Bo Khoc). Approximately 6 large rebuilt dwellings were observed partially concealed adjacent to the O Kovet (River). No defenses were discernable (Pages 247 and 248).

16. Suspect insurgent activity located in northeastern Cambodia at YA 382333, approximately 9 nm north of Andeung Pech. Approximately 4 concealed dwellings and extensive scarring activity were observed under a light to moderate tree canopy. No defenses were discernable (Page 249).

17. Suspect insurgent occupation of an agricultural area located adjacent to the Tonle Sen at YA 379433, approximately 15 nm north of Andeung Pech. The area includes slash and burn type agriculture, concealed dwellings within a fence secured area, and evidence of insurgent-type row crop agriculture. Defenses include a possible AW position (Page 250).

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18. Probable Cambodian engineering camp with associated motor pool and housing area observed at YA 175188, approximately 1.5 km east of Boung Long. Approximately 48 buildings were observed within the area of interest including 24 probable military quarters and a motor pool area containing 4 large vehicle/equipment sheds, 2 probable storage buildings, 2 probable administration type buildings and 16 probable support buildings. Approximately 12 probable trucks and 11 probable derelict vehicles were observed within the parking area at the time of photography. Defenses include a probable AA/AA position (Pages 251 and 252).

19. Cambodian military camps observed within the city of Andaung Pech (YA 390155). Area A contains 5 probable barracks buildings, a probable mess hall building, a probable administration type building, 17 probable support buildings, a revetted possible ammo storage building, and 8 probable military quarters located adjacent to and north of Route 19. Defenses include a trench on the west side of the camp. Area B contains a probable barracks building, 2 probable storage-type buildings, and a possible administration type building. Defenses include a possible watchtower located adjacent to Route 19 (Page 256).

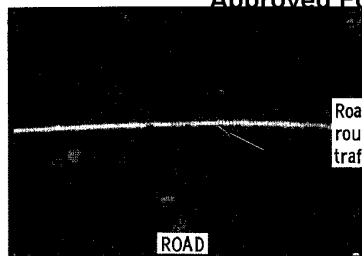
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TRANSPORTATION LEGEND EXAMPLES

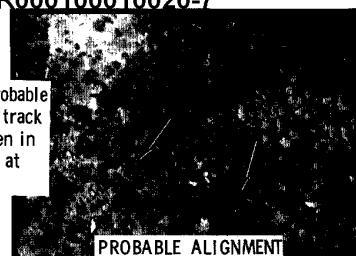
FIGURE 27
PAGE 43



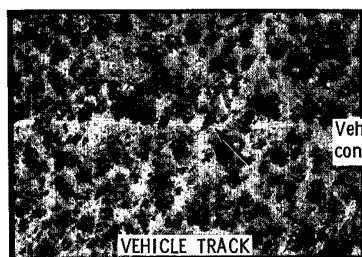
Road - An improved or unimproved route capable of sustaining vehicle traffic.

ROAD

Probable Alignment - The probable alignment of a road, vehicle track or trail which can not be seen in its entirety, but can be seen at intervals along its length.



PROBABLE ALIGNMENT



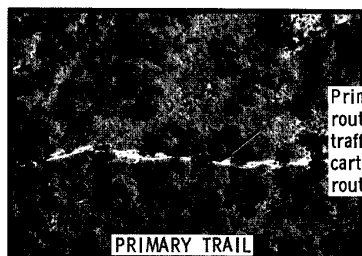
Vehicle Track - A vehicular route consisting of parallel wheel tracks.

VEHICLE TRACK

Heavy Tracking - A concentration of numerous scattered trails that exhibit heavy foot traffic.



HEAVY TRACKING



Primary Trail - A non-vehicular route that exhibits heavy foot traffic, may support bicycle or cart traffic, and is a through route.

PRIMARY TRAIL

Trails Associated With Agriculture - A network of trails servicing areas under cultivation and associated out buildings.



TRAILS ASSOCIATED WITH AGRICULTURE



Secondary Trail - A non-vehicular route that exhibits light to medium foot traffic, does not support cart traffic, and is an interconnecting route.

SECONDARY TRAIL

Footbridge - A narrow bridge utilized only by foot traffic. The trail it services may or may not be apparent.



FOOTBRIDGE

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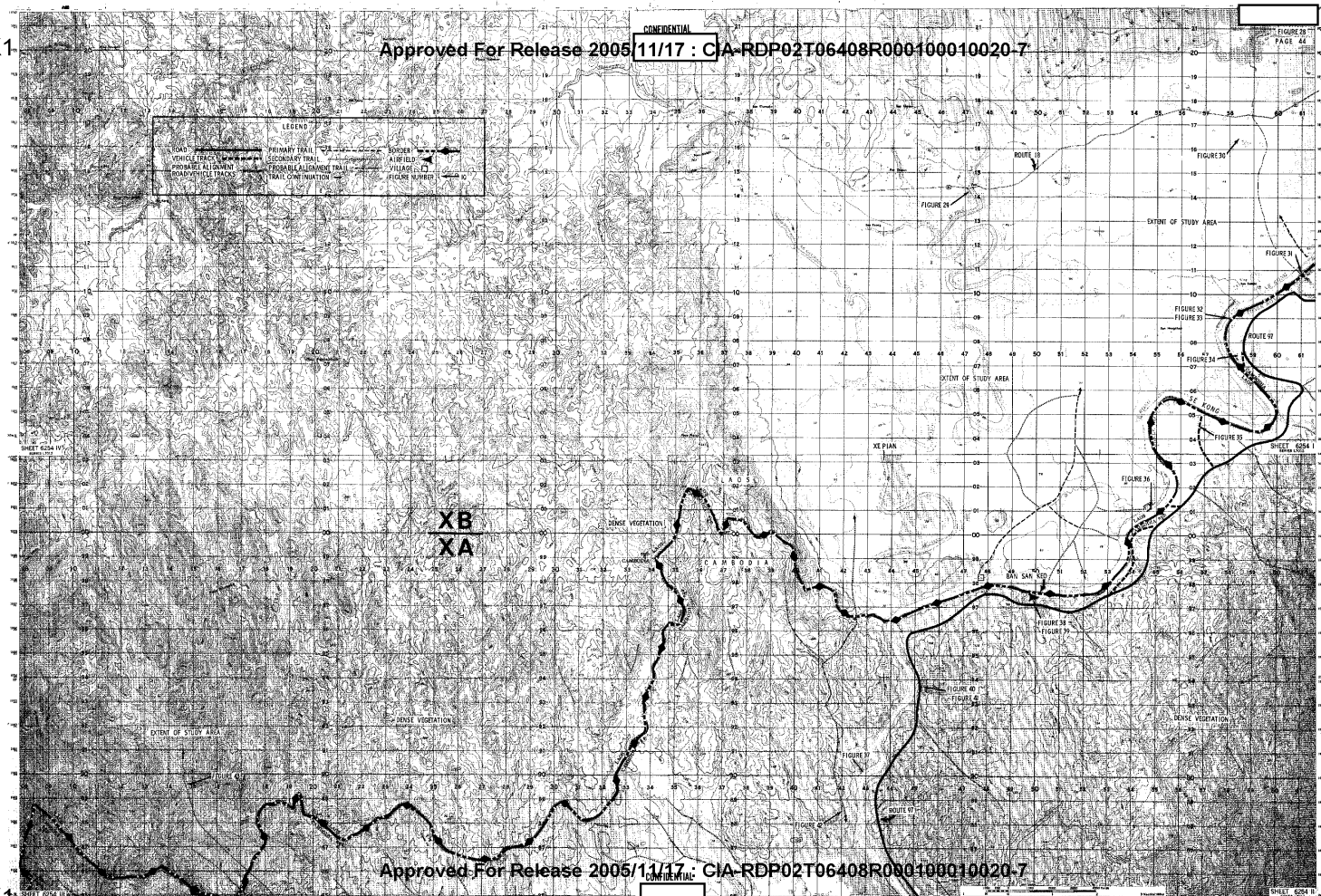
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FIGURE 29

PAGE 45

XE PIAN

CONTACT

ROUTE 18

INACTIVE ROAD

CONFIDENTIAL

7X

25X1

CONFIDENTIAL

FIGURE 30
PAGE 46

INTERMITTENT PONDS

SCATTERED TRAILS

CONTACT

HEAVY FOOT TRACKING

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FIGURE 31
PAGE 47

PROBABLE PAVN/PL STORAGE/TRANSLOADING
AREA-N.E. CAMBODIA-XB 610108

ROW CROPS

BOAT LANDING

TONLE KONG

CONFIDENTIAL
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LEGEND
STORAGE BUILDINGS

7X

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FIGURE 32

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PROBABLE PAVN/PL TRANSLOADING/STORAGE AREA
TONLE KONG RIVER-CAMBODIA-XB 580090

CAMBODIA

TONLE KONG

LAOS

LAO VILLAGE PROBABLY OCCUPIED
BY PAVN/PL PERSONNEL

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LEGEND

STORAGE BUILDINGS

7x

CONFIDENTIAL

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25A

FIGURE 25

PAGE 49

Probable Storage Buildings

Boat Landing

ARTIST SKETCH

PROBABLE PAVN/PL STORAGE AREA
TONLE KONG RIVER XB 580090 CAMBODIA

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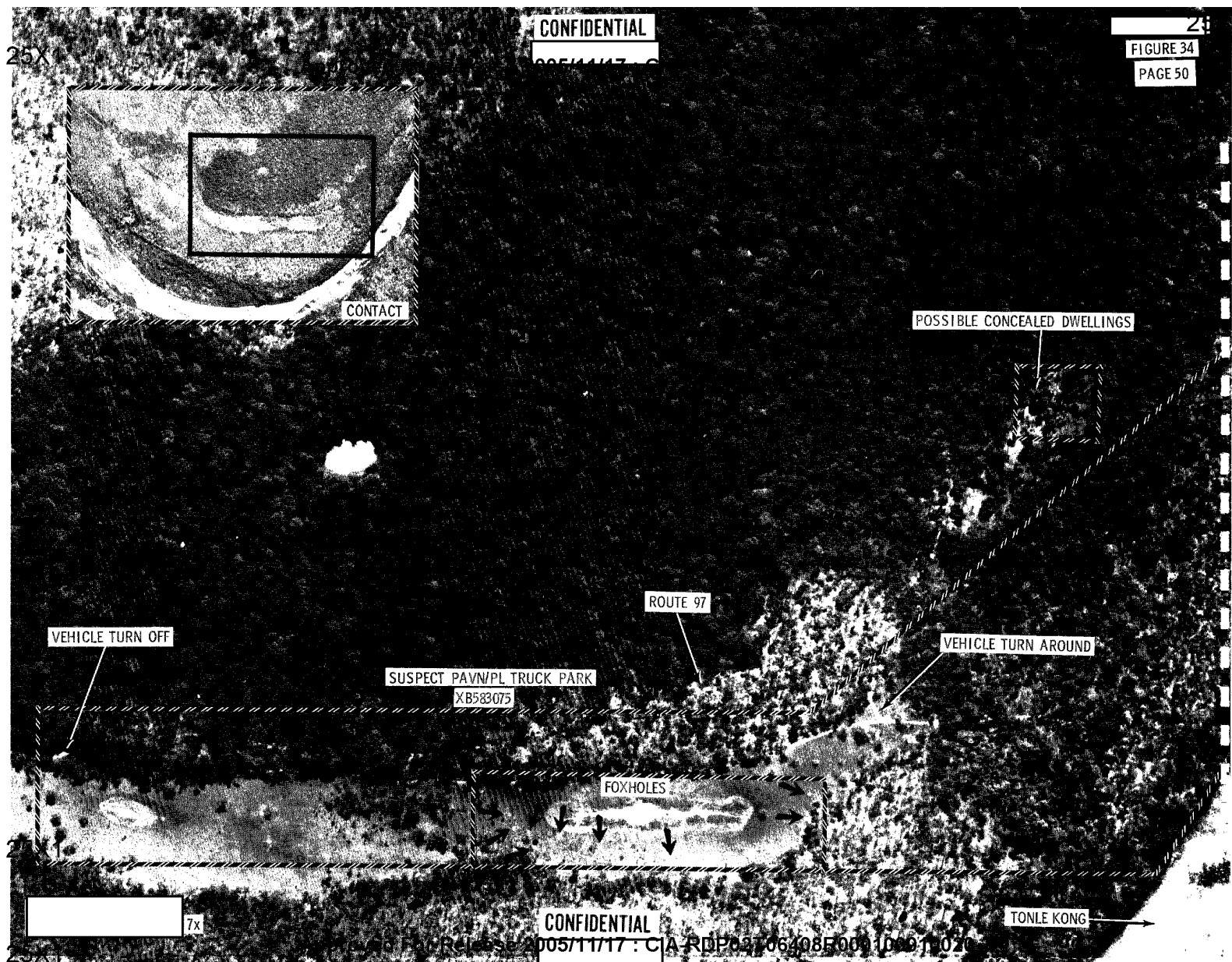
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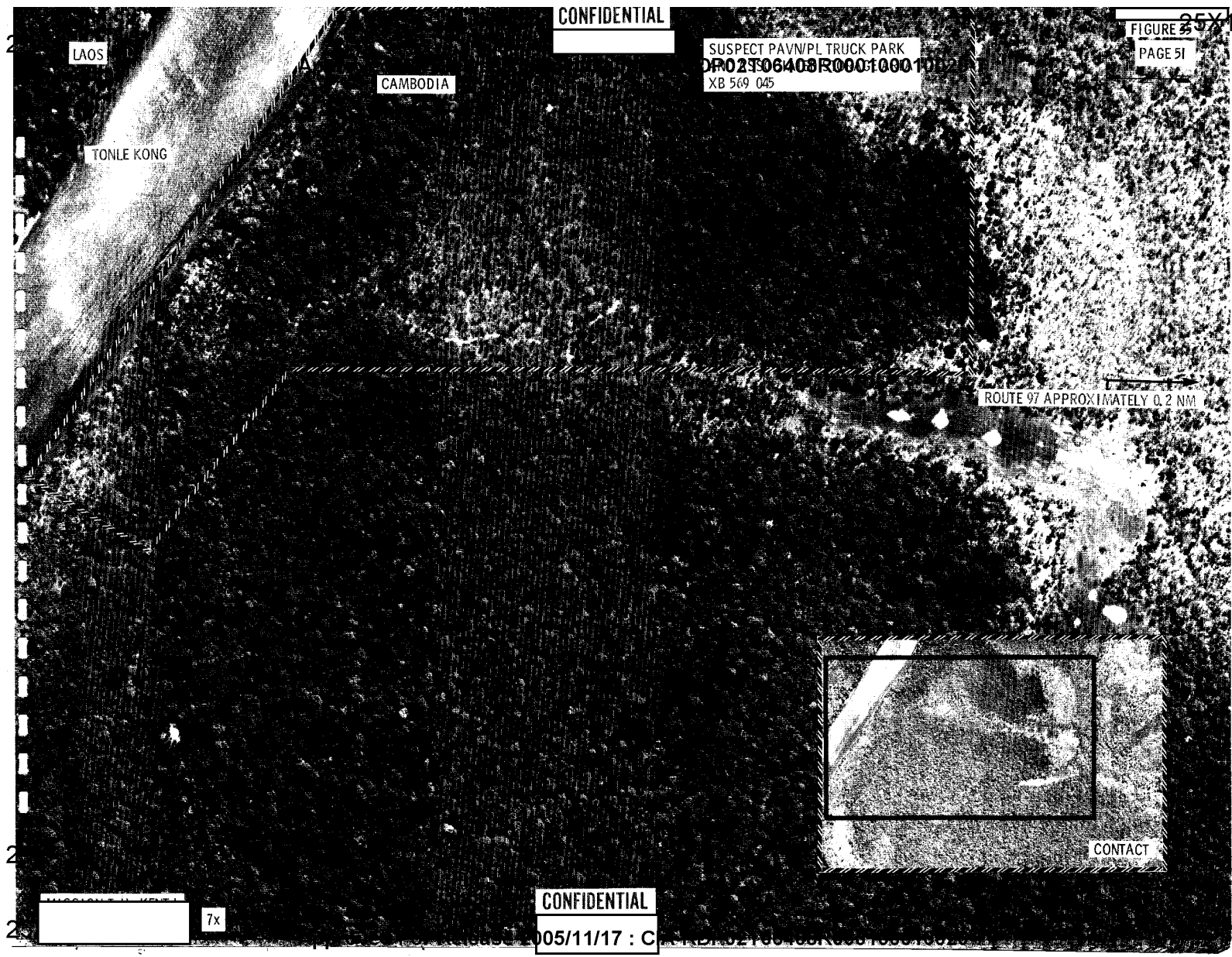
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FIGURE 34

PAGE 50





LAOS

CAMBODIA

TONLE KONG

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SUSPECT PAVN/PL TRUCK PARK

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XB 569 045

FIGURE 35

PAGE 51

ROUTE 97 APPROXIMATELY 0.2 NM

CONTACT

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7x

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25Y
FIGURE 5
PAGE 52

NATIVE PIROGUES

LAO VILLAGE POSSIBLY OCCUPIED
BY PAVN/PL MILITARY TROOPS
LAOS/CAMBODIAN BORDER-XB548012

TONLE KONG

CAMBODIA

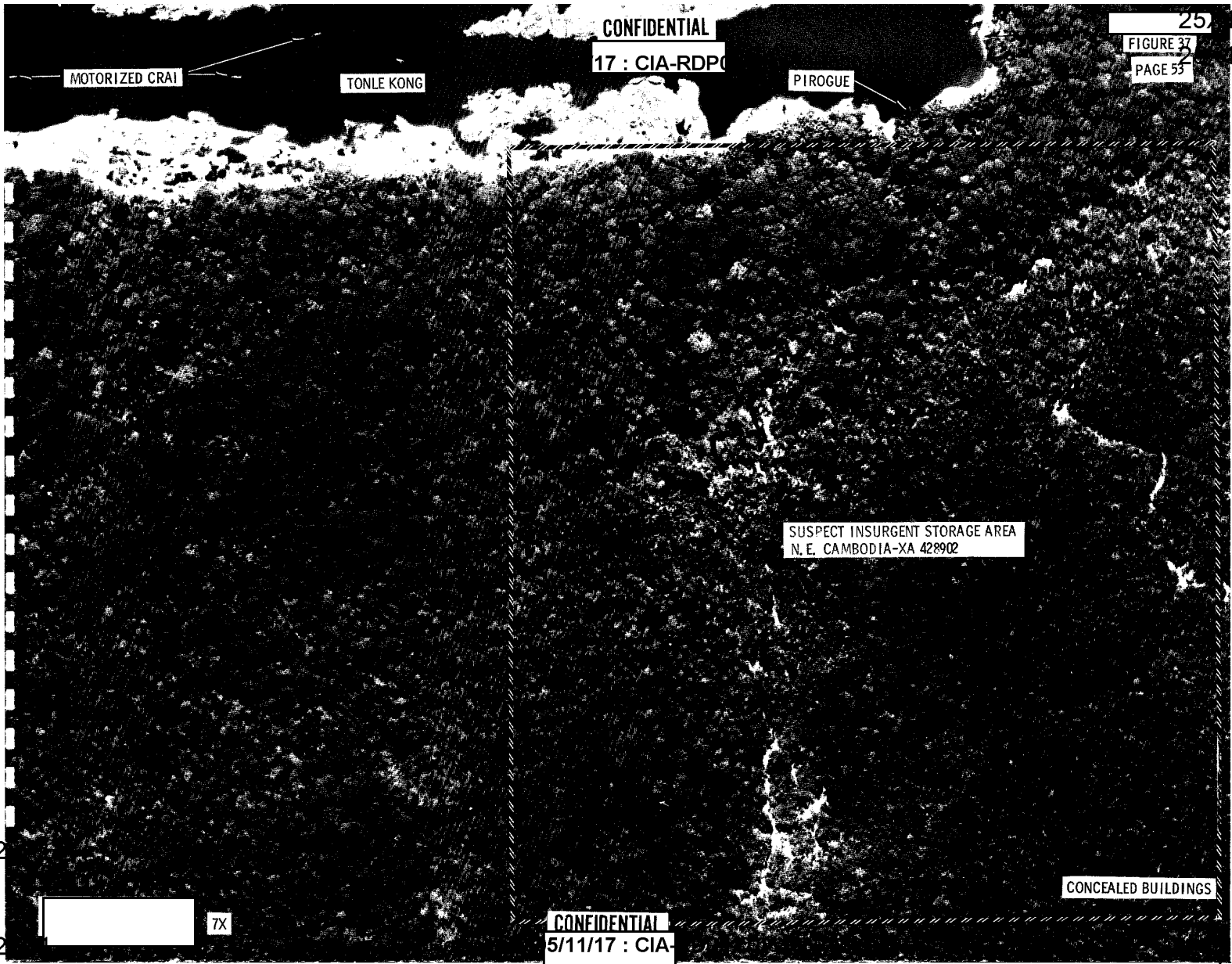
LAOS

AW POSITION

CONFIDENTIAL

IA-RDP02T0

7X



CONFIDENTIAL

17 : CIA-RDP

25

FIGURE 37

PAGE 55

MOTORIZED CRAI

TONLE KONG

PIROGUE

SUSPECT INSURGENT STORAGE AREA
N. E. CAMBODIA-XA 428902

CONCEALED BUILDINGS

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7X

2

2

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FIGURE 38

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POSSIBLE AW/AA POSITIONS

FENCE SECURED

PROBABLE STORAGE AREA

CONTACT

ROUTE 97

AIRFIELD

MOTORIZED CRAFT PREPARING
TO TRAVERSE RAPIDS

CAMBODIAN BARRACKS/SUPPORT AREA
BAN SAN KEO AIRFIELD - XA500975

TONLE KONG

MOTORIZED CRAFT

BAN DON FAI ISLAND PROBABLE
PAVN/PL STORAGE AREA

XA 495975

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FIGURE 39

PAGE 55

Tree foliage reduced to show partially hidden road

Possible AW/AA positions

Fence

Motorized craft

BAN DON FAI ISLAND

Motorized craft

ARTIST SKETCH

CAMBODIAN BARRACKS/SUPPORT AREA

BAN SAN KEO AIRFIELD XA500975

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Probable PAVN/PL storage area

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FIGURE 40

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TONLE KONG

CONTACT

ROUTE 97 UNDER CONSTRUCTION

COMPARATIVE PHOTOGRAPHY

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7X

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FIGURE 41
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CONTACT

ROUTE 97

FORD

TONLE KONG

MOORED BOATS

CONFIDENTIAL

25X1

25X

X

CONFIDENTIAL

11/17 : CIA-

FIGURE 42

PAGE 58

TONLE KONG

CONTACT

LIGHT-MEDIUM TRAVELED TRAIL

CONFIDENTIAL

208 11/17 : CIA-

CONFIDENTIAL

5/11/17 : CIA

PAGE 59

CONTACT

LIGHT FOOTBRIDGES

LIGHT-MEDIUM TRAVELED TRAIL

TRAIL SEGMENT

CONFIDENTIAL

5/11/17 : CIA-

X1

X

25X1

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CONFIDENTIAL

LEGEND

FIGURE 44
PAGE 40

25X1

XA

Approved For Release 2005/11/17 : CIA-RDP02T06408R000100010020-7

25X1

CONFIDENTIAL

FIGURE 45

PAGE 61

SUSPECT PAVN/PL ACTIVITY
XA 484730-CAMBODIA

ROUTE 97

CONFIDENTIAL

05/11/17 : CI

POSSIBLE CONCEALED BUILDINGS

25X1

7X

X1

CONFIDENTIAL

2005/11/17 : CIA-RDP02-006408R000400010001

25
FIGURE 46
PAGE 62

VEHICLE TRACKS

POSSIBLE FOXHOLES

INSTALLATION FENCE SECURED

PROBABLE CAMBODIAN MILITARY
INSTALLATION - XA 463 722

NATIVE PIROGUES

TONLE KONG

CONFIDENTIAL

2005/11/17 : CIA

CONFIDENTIAL

24

FIGURE 47
PAGE 63

VEHICLE TRACKS

TONLE KONG

PROBABLE CAMBODIAN MILITARY
ACTIVITY - XA494703

CONFIDENTIAL

X1

7X

CONFIDENTIAL

5/11/17 : CIA-R

25X1

FIGURE 48

PAGE 64

TONLE KONG

CONTACT

COMPARATIVE PHOTOGRAPHY

ROUTE 97 UNDER CONSTRUCTION

BRIDGE UNDER CONSTRUCTION

CONFIDENTIAL

5/11/17 : CIA-R

7X

CONFIDENTIAL

2005/11/17 : CIA

25

FIGURE 49

PAGE 65

TONLE KONG

BRIDGE

SUSPECT CAMBODIAN MILITARY
INSTALLATION POSSIBLY BEING
UTILIZED JOINTLY WITH PAVN/PL
FORCES FOR ROAD SECURITY -
XA 536 685

ROUTE 97

5x

CONFIDENTIAL

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06-000000100010220-7

CONTACT

CONFIDENTIAL

2005/11/17 : CIA-RDP80-000000020-7

FIGURE 50

PAGE 66

VEHICLE FERRY ROUTE 194

COMPARATIVE PHOTOGRAPHY

ACTIVE AIRFIELD

SIEM PANG

TONLE KONG

BOAT YARD SITE

CONFIDENTIAL

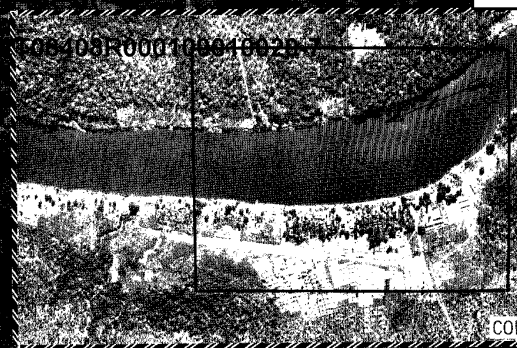
2005/11/17 : CIA-RDP80-000000020-7

CONFIDENTIAL

25

FIGURE 21
PAGE 67

ROUTE 97 JUNCTION 0.7 nm



CONTACT

TONLE KONG

VEHICLE FERRY ROUTE 194

MOTORIZED CRAFT

SIEM PANG

SMALL BOAT YARD

INACTIVE AIRFIELD

CONFIDENTIAL

ROUTE 94

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CONFIDENTIAL
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FIGURE 2
PAGE 68



CONTACT

MOTORIZED CRAFT

ROUTE 194

TONLE KONG

PROBABLE STORAGE AREA

BARRACKS/SUPPORT AREA

CAMBODIAN MILITARY BARRACKS / SUPPORT
AND ASSOCIATED PROBABLE STORAGE AREA
SIEM PANG XA 504610

CONFIDENTIAL

ROUTE 194

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11/17 - CIA

PAGE 69

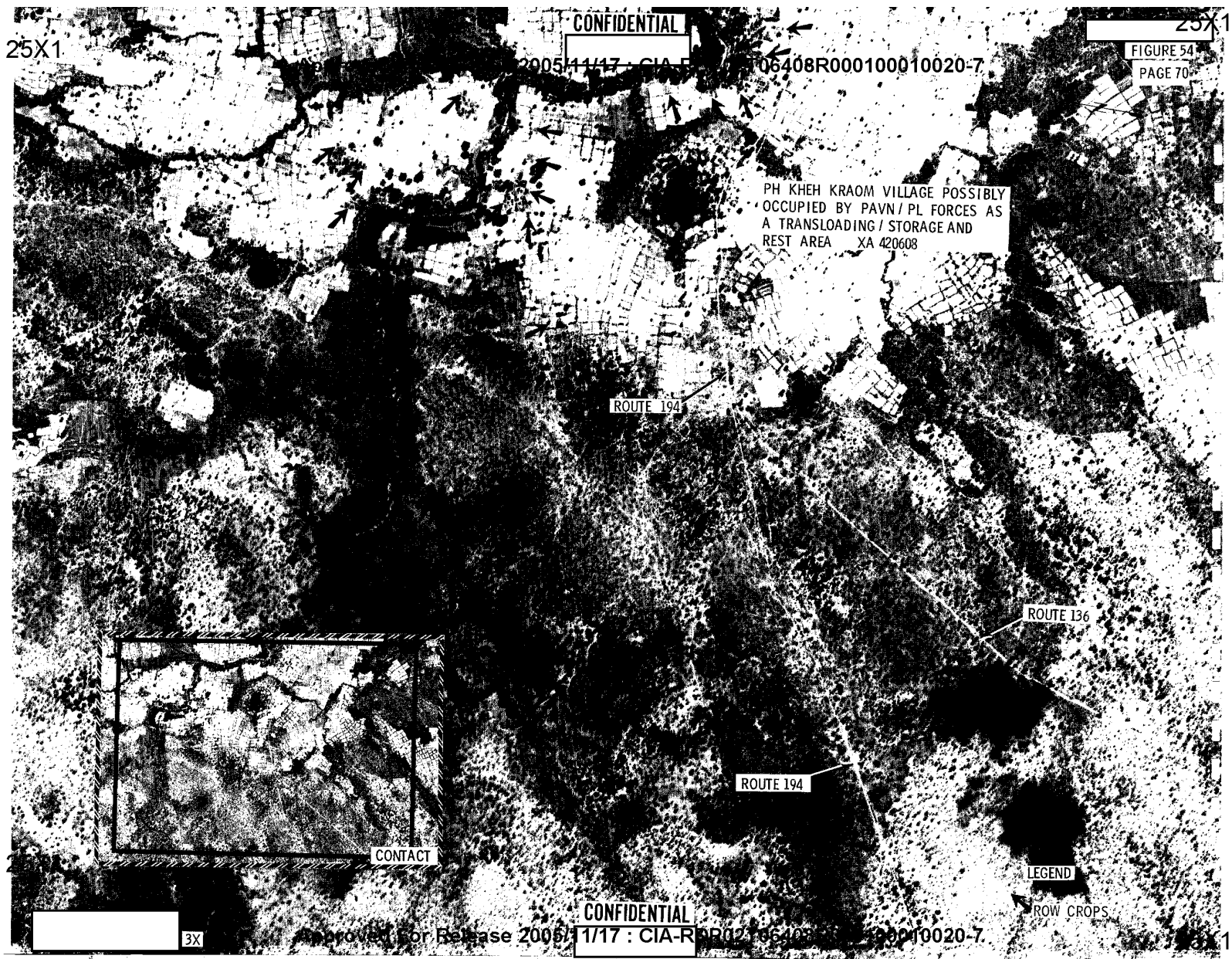
ROUTE SAMPLE

HEAVILY TRAVELED ROAD

ROUTE 194

1/11/17 : CIA

7X



CONFIDENTIAL

11/17 : CIA-RDP02T06408R0001000100

FIGURE 55
PAGE 71

CONTACT

ROUTE SAMPLE

FRESH VEHICLE TRACKS

ROUTE 136

HEAVILY TRAVELED ROAD

CONFIDENTIAL

11/17 : CIA-RDP02T06408R0001000100

CONFIDENTIAL

2005/11/17 : CIA-RDP02T06408R000100020000

FIGURE 56
PAGE 7E

25X1

SUSPECT CAMBODIAN STORAGE AREA
PROBABLY UTILIZED TO HELP SUPPLY
PAVN/PL FORCES - XA458507

VEHICLE TRACKS

CONTACT

CONFIDENTIAL

LEGEND
STORAGE BUILDINGS

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CONFIDENTIAL

1/17 - CIA-RDP

25

FIGURE 25
PAGE 73

TONLE KONG

MOTORIZED CRAFT HEADING TOWARD
STUNG TRENG APPROXIMATELY
34 NM DOWNSTREAM

CONCEALED BUILDINGS

SUSPECT CAMBODIAN STORAGE AREA
PROBABLY UTILIZED TO HELP SUPPLY
PAVN/PL FORCES - XA488488

SUSPECT STORAGE BUILDINGS

VEHICLE TRACKS

CONTACT

CONFIDENTIAL

CONFIDENTIAL

FIGURE 58

PAGE 74

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PH KANCHAN KOUK

CONTACT

UNNUMBERED ROUTE

FENCE SECURED

PROBABLE CAMBODIAN REST/REFUEL
AREA - PH KANCHAN KOUK - XA 383 522

CONFIDENTIAL

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CONFIDENTIAL
05/11/17 : C

25
FIGURE 59
PAGE 75

PREK KA LIAN

NEW ROAD

CONCEALED BUILDINGS

SUSPECT ROAD CHECK POINT
XA272557

CAMBODIA

LAOS

CONFIDENTIAL

CONTACT

LEGEND
BORDER

106408000100810020-7

CONFIDENTIAL

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FIGURE 60
PAGE 76

ROUTE 194

ROUTE 131

NO ACTIVITY

PREK KA LIAN

ROAD UNUSED

CONFIDENTIAL

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CONFIDENTIAL

25

FIGURE 2
PAGE 77

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CAMBODIA

LAOS

CONTACT

ROUTE 194

COMPARATIVE PHOTOGRAPHY

INCREASED VEHICLE ACTIVITY

PREK KA LIAN

FORD

NEW ROAD

ROUTE 131

FRESH VEHICLE TRACKS

CONFIDENTIAL

Approved For Release 2003/11/17 : CIA-RDP92-00630R000400040020-7

X1

7X

CONFIDENTIAL

CIA-RDP02

FIGURE 62

PAGE 78

SUSPECT (PAVN) TRUCK PARK WITH
ASSOCIATED STORAGE FACILITIES
PH KHIU MOUNTAIN,
CAMBODIA - XA264560

APPROXIMATE ALIGNMENT OF
CONCEALED ROAD

CAMBODIA

LAOS

PREK KA LIAN

7X

CONFIDENTIAL

17 : CIA-RDP02

LEGEND

BORDER

CONCEALED BUILDINGS

CONFIDENTIAL

CIA-RDP

FIGURE 23

PAGE 79

Approve
PREK KA LIAN

CAMBODIA

LAOS

APPROXIMATE ALIGNMENT
CONCEALED ROAD

SUSPECT PAVN/PL INSURGENT ACTIVITY
PH KHIU MOUNTAINS, CAMBODIA/LAOS
BORDER AREA-XA 240575
(heavy tree canopy precludes the possibility
of identifying specific activity)

CONCEALED BUILDINGS

25X.1

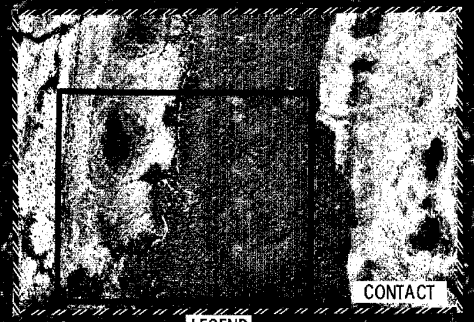
7X

CONFIDENTIAL

/17 : CIA-RD

CONTACT

LEGEND
BORDER



CONFIDENTIAL

24
FIGURE 64
PAGE 80

VEHICLE TURN OFF

VEHICLE TRACKS

POSSIBLE TRENCH SYSTEM

CONCEALED ROAD

VEHICLE TURN OFF

VEHICLE TURN-AROUND AREA

SUSPECT PAVN TRUCK PARK
PH KHIU MOUNTAINS, LAOS-XA210588

H. KHALIENG

CONTACT

CONFIDENTIAL

11/17 : CIA-R

7x

CONFIDENTIAL

Approved For Release 2005/11/17 : CIA-RDP82-00610R000100010001-6

FIGURE 65

PAGE 81

VEHICLE TURN OFF

VEHICLE TURN OFF

VEHICLE TRACKS

VEHICLE TRACKS

SUSPECT PAVN TRUCK PARK
PH KHIU MOUNTAINS, LAOS-XA 202595

H KHALIENG

APPROXIMATE ALIGNMENT FOR
CONCEALED ROAD

CONTACT

CONFIDENTIAL

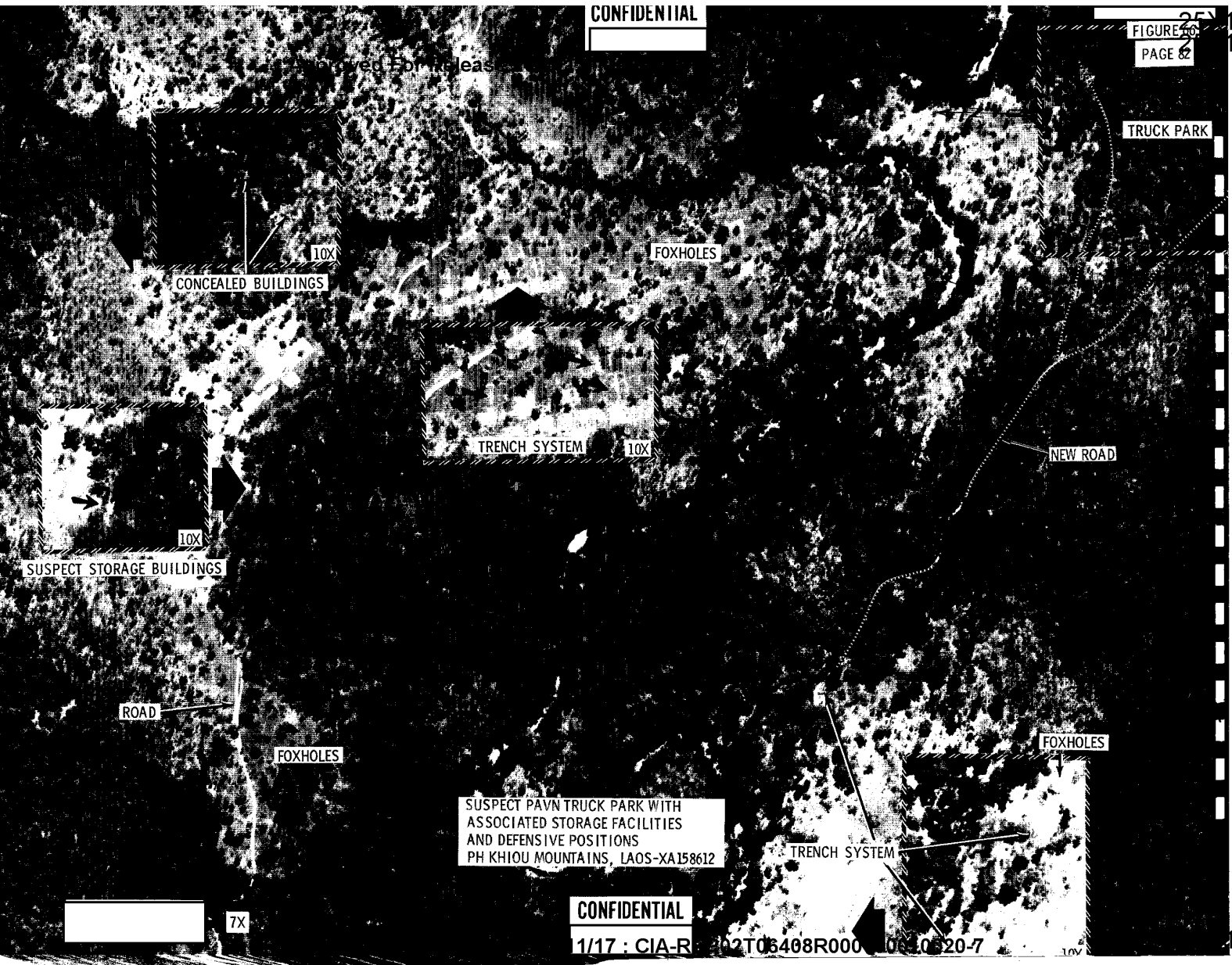
5/11/17 : CIA-

7X

CONFIDENTIAL

FIGURE 25

PAGE 2



CONFIDENTIAL

1/17 : CIA-R 002T06408R000 0040520-7

CONFIDENTIAL

FIGURE 67
PAGE 83

TRUCK PARK

New road

H. KHALIENG RIVER

road

Storage bldgs

INSET

Storage bldgs

INSET

Trench systems

INSET

Trench systems

INSET

ARTIST SKETCH
SUSPECT INSURGENT TRUCK PARK WITH
ASSOCIATED STORAGE FACILITIES
PH KHIU MOUNTAINS, XA-158612, LAOS

CONFIDENTIAL

5/11/17 : CIA

468R000

CONFIDENTIAL

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FIGURE 68
PAGE 84

ROAD

LAOS

CONTACT

TURN OFF ROAD TO TRUCK PARK

SUSPECT PAVN TRUCK PARK AND ASSOCIATED
DEFENSIVE POSITIONS-PH KHIU MOUNTAINS,
LAOS- XA 160 605

FOXHOLES

H KHALIENG

APPROXIMATE ALIGNMENT OF
CONCEALED ROAD

CONFIDENTIAL

LEGEND
BORDER

X1

7X

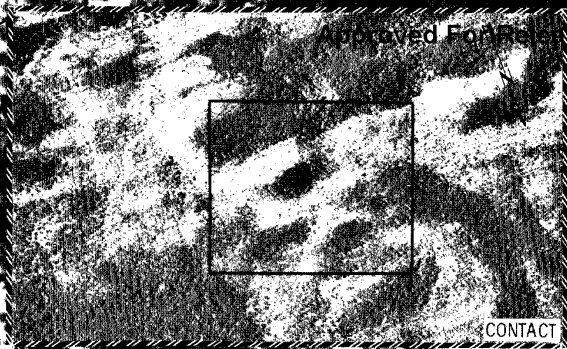
CONFIDENTIAL

11/17 : CIA-R

FIGURE 69

PAGE 85

25X



VEHICLE TRACKS

RECENT HEAVY VEHICLE TRAFFIC

CONFIDENTIAL

Release 2005/11/17 : CIA-R

CONFIDENTIAL

25

FIGURE 70

PAGE 86

005/11/17 : CIA-RDP02-1000100010

SUSPECT INSURGENT STORAGE AREA
LAOS/CAMBODIAN BORDER - XA129695

POSSIBLE TRENCH

VEHICLE TURN OFF

POSSIBLE FOXHOLES

POSSIBLE STORAGE BUILDING

CAMBODIA

LAOS

ROUTE 136

EXTENSIVE TRACK ACTIVITY
THROUGHOUT AREA

CONTACT

LEGEND

BORDER

POSSIBLE STORAGE BUILDINGS

CONFIDENTIAL

: CIA-RDP021

5X

CONFIDENTIAL

25X 1

FIGURE 7

PAGE 87

Possible Trench

Cambodia

Possible Foxholes

Possible Storage Building

Laos

Extensive Track Activity Throughout Area

Possible Storage Buildings

ARTIST SKETCH

SUSPECT INSURGENT STORAGE AREA

LAOS/CAMBODIAN BORDER XA 120695

CONFIDENTIAL

/17 : CIA-RDP

CONFIDENTIAL

2

FIGURE 72
PAGE 88

LAOS

CAMBODIA

CONTACT

LIGHT VEHICLE TRACKS

FRESH VEHICLE TRACKS

CONFIDENTIAL

X1

7X

CONFIDENTIAL

25

FIGURE 73

PAGE 89

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CONTACT

VEHICLE TRACKS

FOOT BRIDGE

CONFIDENTIAL

5/11/17 : CIA

X1

7X

00000000

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FIGURE 74
PAGE 90

TRAIL

PREK TIENG KHE

11/17 : CIA-RDP

LEGEND
TRENCH

CONFIDENTIAL

011417Z CIA-FOUO 270610Z 01100010001000

PROBABLE CAMBODIAN MILITARY CAMP
UTILIZED FOR LOCAL SECURITY AND
POSSIBLY INSURGENT LIAISON
XA 234770

FIGURE 75

PAGE 51

FENCE SECURITY